



Rosdale

Chapter 1: Background Report

May 2025

Urban Design Analysis

Edmonton

Land acknowledgment

The City of Edmonton acknowledges the traditional land on which we reside, is in Treaty Six Territory. We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries, such as nêhiyaw (Cree), Anishinaabe (Saulteaux), Nakota Isga (Nakota Sioux), Niitsitapi (Blackfoot), and Dene peoples. We also acknowledge this as the Métis' homeland and the home of one of the largest communities of Inuit south of the 60th parallel. It is a welcoming place for all people who come from around the world to share Edmonton as a home. Together we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.



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Chapter 1

Gather background information and perform analysis



1 Introduction

1.1 Neighbourhood Renewal Program

The purpose of the Neighbourhood Renewal Program is to outline cost-effective and long-term strategic approaches to renew and rebuild infrastructure within mature neighbourhoods and along collector roadways. The scope of work for neighbourhood reconstruction typically includes the following elements:

- + Replacement of sidewalks, local roadways and collector roadways
- + Replacement of street lights with LED luminaries
- + Construction of curb ramps and other intersection improvements
- + Addressing missing links in the active transportation network

The Neighbourhood Renewal Program also offers the opportunity for sidewalk reconstruction as part of the cost-sharing Local Improvement process. The intention is to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal Program and leverage other funding sources.



1.2 Urban Design Analysis

Urban design is an overarching city-building discipline that is concerned with how people experience the urban environment during their day-to-day activities. Urban design focuses on how streets, parks, trails and open spaces are organized, function and connect with larger citywide networks.

This Urban Design Analysis (UDA) looks at Rossdale through an urban design lens in terms of the existing urban context, character areas, design aesthetics, access to day-to-day community destinations and connectivity with other parts of the city. Key objectives of the UDA include:

- + Presenting concepts, developed through public engagement, to inform Neighbourhood Renewal efforts and develop a community plan to inform future City initiatives
- + Identifying gaps and opportunities within the neighbourhood through different user experiences such as walking, rolling, biking and driving
- + Guiding future investment and redevelopment to enhance the overall quality of life

The UDA will be used by the Project Team to support decision making throughout the Concept, Design and Build phases of the project. Concepts selected for implementation will require detailed design before construction, as well as consideration of appropriate funding sources. Funding could come from the public, private or community sectors. It is recognized that limited financial resources are available, so while some initiatives will be prioritized, others will likely be developed over longer time frames or reassessed in time.



1.3 Project approach and process

The Rossdale UDA is part of the Concept Phase set out in the Neighbourhood Renewal Road Map. The key steps in the Concept Phase are:

- + Sharing information about Neighbourhood Renewal with the community
- + Establishing a neighbourhood Vision for livability and transportation
- + Analyzing neighbourhood urban design features to identify strengths and opportunities for renewal
- + Developing a draft design that prioritizes the opportunities identified

The UDA includes three chapters that inform the Concept Phase:

- + Gather Background Info & Perform Analysis
- + Build Vision, Generate Ideas, Explore Opportunities
- + Develop Draft Design

The draft design recommended within the UDA will inform the development of the final design and construction drawings.



Rossdale Playground

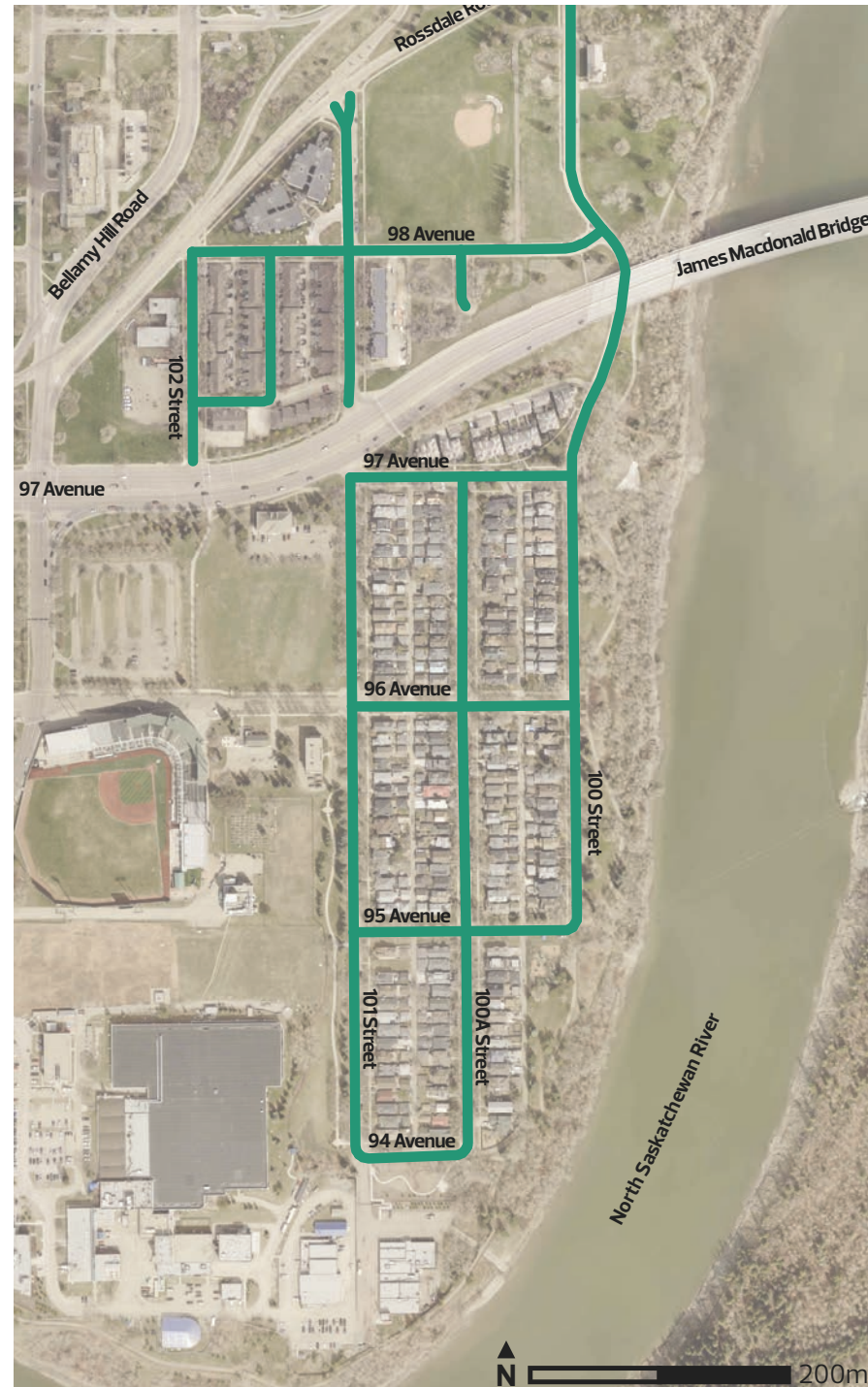


2 Background and context

2.1 Study area

The scope of neighbourhood renewal in Rossdale includes local roads shown in the Project scope map. The arterial and collector roads surrounding and within Rossdale such as 97 Avenue, Rossdale Road, 104 Street and 105 Street are not part of the neighbourhood renewal scope. Parks and open spaces within Rossdale are also not part of the neighbourhood renewal scope. However, these surrounding roadways and neighbourhood areas of influence are included in the UDA to help examine connections and destinations within and around the neighbourhood.

Map 1. Project Scope



Local roads

2.2 Neighbourhood context

The following are key characteristics of Rossdale that the Project Team will consider when preparing design concepts.

All Treaty areas in the province have a historical, cultural, and economic connection to the area.

Ward¹

Rossdale is in Ward O-day'min. O-day'min, the strawberry, or heart berry, represents the heart of Edmonton, amiskwaciwâskahikan. The stem of the heart represents the North Saskatchewan River, the vessels are the waterways, while the veins make up the blood (people). The roots (veins) of the strawberry represent the different cultures that now make up the city.

The O-day'min is a traditional medicine that guided the Anishinaabe (people with the shared culture and language of the Algonquian tribes) understanding of the deep connection between mind, body, spirit and emotions.

Anishinaabe peoples are found across Canada, and in Alberta have been referred to as the Saulteaux. The O'Chiese First Nation near Rocky Mountain House is home to Anishinaabe peoples.

¹City of Edmonton, Indigenous Ward Naming Knowledge Committee

Extra thought, engagement and sensitivity will be applied throughout the Neighbourhood Renewal process to respect the areas significant to Indigenous peoples²

Pre-colonial history²

- + Land that makes up what is now called Edmonton has been home to Indigenous peoples for thousands of years. Alberta Treaties 6, 7 and 8 have a historical, cultural, and economic connection to the area. The land where Rossdale now sits is of particular significance
- + Prior to European contact, the North Saskatchewan river bank in and near Rossdale was used as a traditional gathering area for many First Nations including the Cree, Dene, Blackfoot, Saulteaux and Nakota Sioux peoples, among others, for thousands of years
- + The riverbank in and near Rossdale has always been a low-lying access point to the North Saskatchewan River. The area is historically an important travelling and trade route and a territorial boundary that sustained life and provided shelter and resources to many Indigenous peoples
- + The area was a hub of trade and exchange between different Indigenous peoples, being a transitional zone between woodland and plains cultures
- + The area was also used as a burial ground prior to European contact. Written historical records from the start of the fur trade era indicate that First Nations, Métis, French Canadian, and Europeans are buried in the Rossdale area
- + Urban development is recent when compared to the long history of ceremony, celebration, meeting, trading, and living that took place near the riverbank long before colonization.

²The City of Edmonton, River Crossing Heritage Interpretive Plan

Urban Development History³

The Rossdale neighbourhood (historically known as the Flats and Ross Flats) exists on Treaty 6 Territory. Land use processes associated with Neighbourhood Renewal must include all community perspectives, and will work towards shaping a future that contributes to reversing the harmful effects of colonization.

1802

- + The first permanent construction in the area included two fur trading posts for the Hudson's Bay Company and the North West Company respectively, which were erected around 1802. The final Fort Edmonton was built on higher ground where the Alberta Legislature lawn bowling area is today due to continuous flooding of the flats
- + Once Fort Edmonton was moved up the hill, many First Nation traders (who were not allowed in the Fort) camped out on or near the flats and traded their pelts and other wares from there



1876

- + In 1876, Donald Ross purchased a large amount of land in the area and built a residence at the foot of McDougall Hill. The residence became the site of Edmonton's first hotel
- + Rossdale became the site of some of the first residential dwellings outside of Fort Edmonton and the location of some of Edmonton's first industries including lumber yards, gold dredges, coal mines, breweries, boat building, flour mills, ice harvesting and market gardens
- + Around the turn of the twentieth-century, Rossdale hosted Edmonton's first baseball and football games, horse racing and speed skating in what is now Diamond Park



1902

- + The arrival of the railway in 1902 encouraged the introduction of local utilities including the Rossdale Power Plant, water treatment facilities, gravel pits, an incinerator and the Edmonton Electric Lighting and Power Company

1915

- + In 1915, Edmonton experienced the worst flood in recorded history. Rossdale homes and industries were swept away and many businesses did not return to the river valley. Since that flood, Rossdale has gradually transformed into open space and naturalized areas. Many commercial and industrial properties have been converted to other uses, and some of the oldest structures have been demolished. As a result, many properties remain vacant today.



2007

- + The Traditional Burial Grounds memorial site was organized in 2007 to commemorate and honour the Indigenous and non-Indigenous people buried in the area. The burial site has been used by Indigenous peoples for generations and more recently for the Indigenous and non-Indigenous people living and/or working in the fur trading industry
- + Rossdale is named after prominent Edmontonian and business owner Donald Ross. Many of the single-detached dwellings in Rossdale are between 50 and 75 years old. Rossdale is home to approximately 1,005



³Rossdale Community, *The Birthplace of Alberta*

Streets

- + The road network in the residential portion of Rossdale is comprised of a grid pattern of local roads with alleys
- + The grid network of local roads is bound by larger curving arterial roads
- + Curbs along local roads are standard straight face curbs
- + Most local roads have treed boulevards and separate sidewalks. A couple small stretches have curbside sidewalks or no sidewalks (see Section 3.5 Complete Streets analysis for more details)
- + Many local roads are in poor condition with many cracks and potholes
- + The arterial road of 97 Avenue divides Rossdale into two isolated residential areas:
 - + North Rossdale
 - + South Rossdale
- + The only convenient walking and biking connection between north and south Rossdale is 100 Street under 97 Avenue/James Macdonald Bridge. This creates a long and indirect walking and biking connection between the two residential areas
- + See Section 3.5 Complete Street analysis for more information on local roadways

Parks and open spaces

- + The most prominent open space in Rossdale is the North Saskatchewan River Valley along the east and south neighbourhood edges. Sidewalks and pathways connect Rossdale and the North Saskatchewan River Valley
- + Parks and open spaces in the North Saskatchewan River Valley are city-wide destinations for residents and visitors
- + Rossdale Park and Irene Parlby Park are semi-naturalized areas with shared pathways connected to the broader shared pathway network throughout the North Saskatchewan River Valley
- + Rossdale Playground is a community playground on the eastern edge of the neighbourhood
- + Rossdale Linear Park is a small park along the south edge of Rossdale and contains a pathway, naturalized landscaping and seating areas
- + Located west of the south Rossdale is an open grass field with sports fields
- + The Rossdale Community League Hall and Rossdale Community Garden are located in south Rossdale east of the RE/MAX Field
- + Diamond Park located in north Rossdale includes a large baseball diamond
- + See Section 3.4 Open space network for more information about parks and open spaces

Commercial amenities

- + There are no neighbourhood commercial services in Rossdale or within easy walking distance
- + A commercial area located directly north of 97 Avenue between 102 Street and 101 street contains office uses
- + See Section 3.2 Commercial nodes and community destinations for more information on commercial amenities

Transit

- + The neighbourhood is serviced by ETS bus routes and stops
- + See Section 3.7 Mobility network – transit for more information on bus routes and stops

Utilities and services

- + EPCOR's Rossdale Substation and Rossdale Water Treatment Plant are located in the southwest area of the neighbourhood
- + Decorative low-profile street lights are located along local roads in Rossdale. Street lights in north Rossdale are black and street lights in south Rossdale are blue
- + See Section 3.9 Infrastructure for more details



96 Avenue Looking East



100 Street Looking South



RE/MAX Field B Looking South



EPCOR Rossdale Substation



Rossdale Playground

Historic Resources

The following resources are located within Rosssdale. See Section 3.3 Built form and character areas for the location of historic buildings in Rosssdale.

Ross Flats Apartments – Home for Neglected and Delinquent Children (1912)⁴

Opened in 1912, the Ross Flats Apartments is significant as the earliest surviving example of a children's shelter in the Edmonton Area. The building was later converted to a maternity home, a transit hotel and finally converted into an apartment complex. The resource is designated as a Municipal Historic Resource and owned by the City of Edmonton.

Ross Flats Apartments



Rosssdale Brewery (1905)⁵

Built in 1905, the Rosssdale Brewery is valued as the oldest standing brewery in Edmonton and the oldest unaltered brewery in Alberta. The industrial building is one of the few remaining pre-War era buildings in the area. The resource is privately owned and designated as a Municipal Historic Resource.

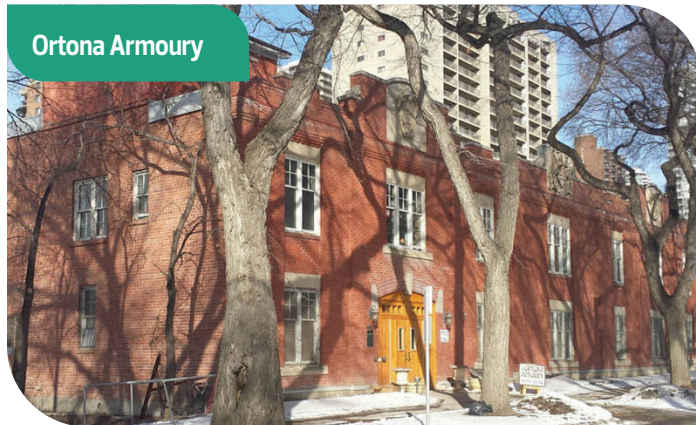
Rosssdale Brewery



Ortona Armoury (1914)⁶

The 1914 stable building is significant for its association with the Hudson's Bay Company and for its use as a military training facility during and after the Second World War. Over time, the building's use has shifted to an automobile garage, a navy base, butter company, and a National Trade School, among other uses. The resource is publicly owned and designated as a Municipal Historic Resource.

Ortona Armoury



Diamond Park (1907)⁷

Diamond Park was established in the early Twentieth Century on land leased from Donald Ross. The field hosted several sporting events such as baseball, soccer and rugby games, as well as the Edmonton Exhibition. It is identified on the City of Edmonton's Inventory of Historic Resources and exists today as a park and recreational baseball diamond.

Diamond Park



Donald Ross School (1913)⁸

The school was built in 1913 to educate the children of the Ross Flats area. It was later used as headquarters for both the 1978 Commonwealth Games and the City's 75th Anniversary Celebrations in 1979. It is identified on the City of Edmonton's Inventory of Historic Resources. The building is owned by Edmonton Public Schools and is used by the school board as office space.

Donald Ross School



The following resources are not located within the scope of renewal, but are important to understand the neighbourhood context:

Rosssdale Power Plant (1958)⁹

Electricity has been generated on this site since 1902, although the existing Rosssdale Power Plant was completed in stages by 1958. The site comprises of the power station, the control room and the machine shop, as well as Pumping Stations No. 1 and No. 2 along the river. The power plant is one of the oldest surviving examples of mid-twentieth century industrial design in Alberta. It is identified on the City of Edmonton's Inventory of Historic Resources and is a Provincial Historic Resource.

Rosssdale Power Plant



⁴Canada's Historic Places, Ross Flats Apartments

⁵Heritage Resources Management Information System, Rosssdale Brewery

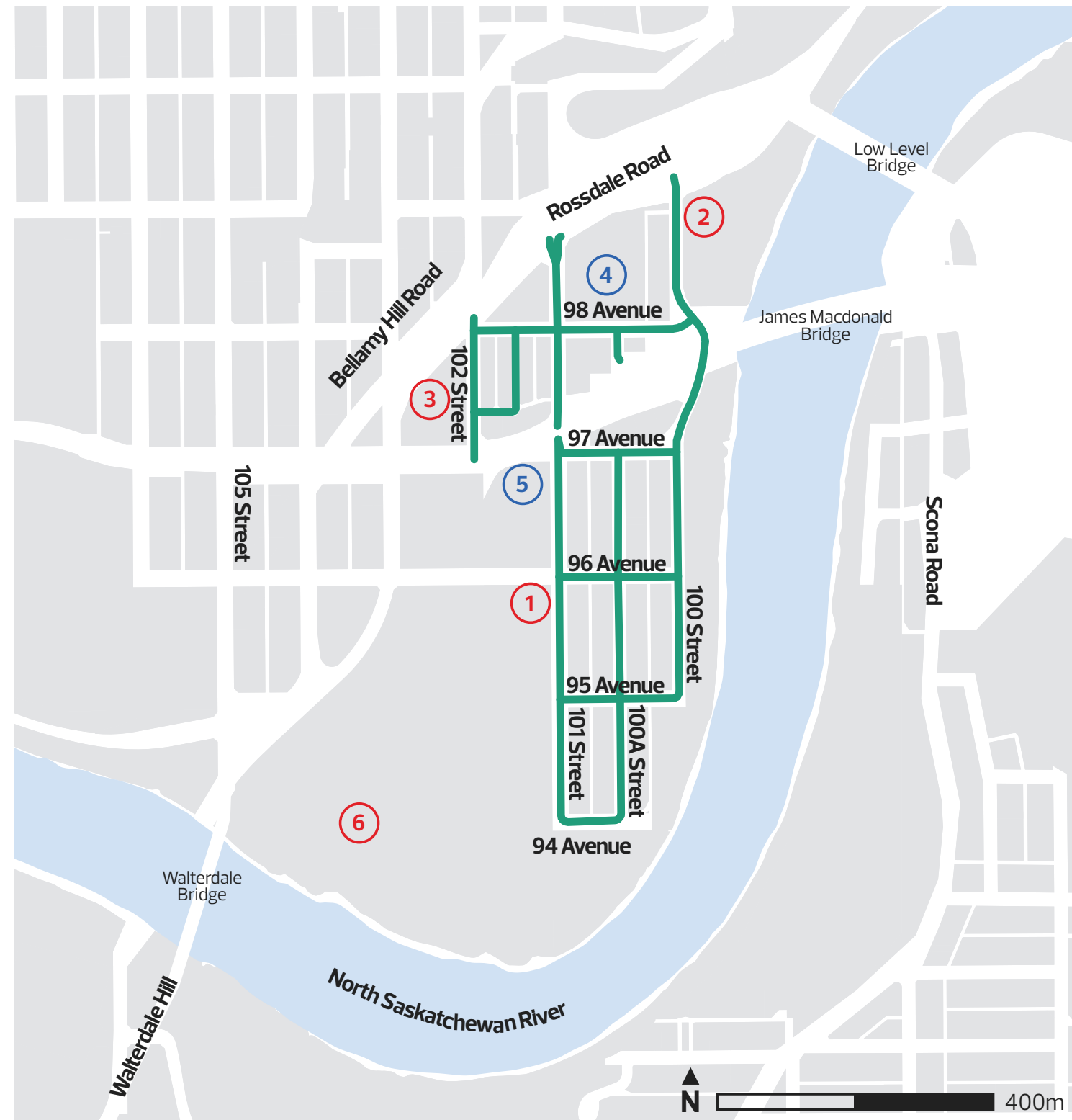
⁶City of Edmonton, Ortona Armoury Building Rehabilitation

⁷City of Edmonton Archives, River Valley - 1915

⁸Edmonton Public Schools, Archives and Museum, 140 Years 140 Facts

⁹City of Edmonton, Rosssdale Power Plant

Map 2. Historic Resources Map



Project scope

- Local roads
- Historic Resources- Inventory
- Historic Resources- Register

Historic Resources

- ① Ross Flats Apartments
- ② Rossdale Brewery
- ③ Ortona Armoury
- ④ Diamond Park
- ⑤ Donald Ross School
- ⑥ Rossdale Power Plant

2.3 Neighbourhood statistics

The following are key statistics about the Rossdale neighbourhood. Statistics are from the 2016 Municipal Census and 2021 Federal Census.

Population (2021 Federal Census)

Rossdale

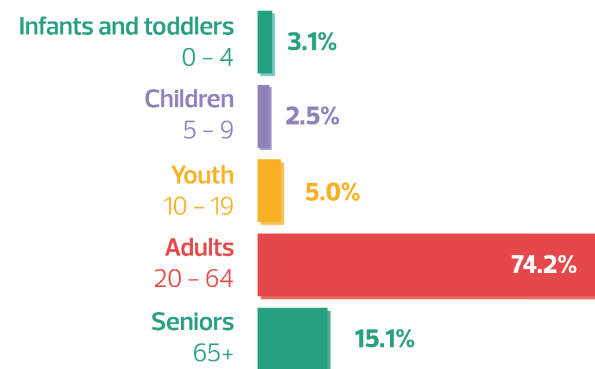


City of Edmonton

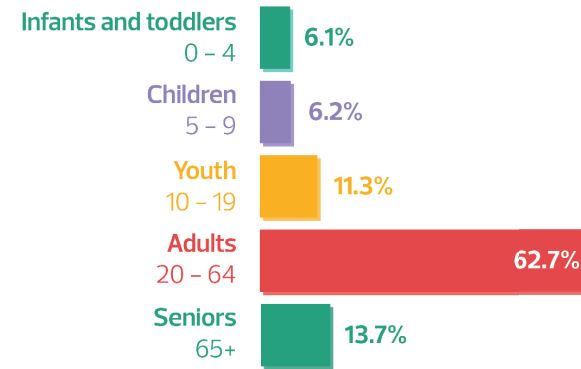


Age range (2021 Federal Census)

Rossdale



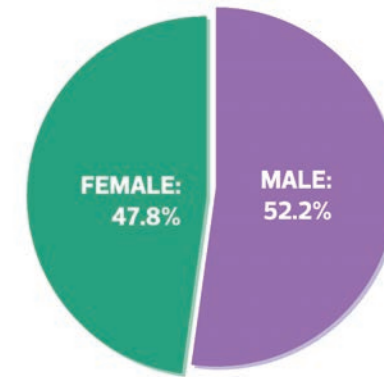
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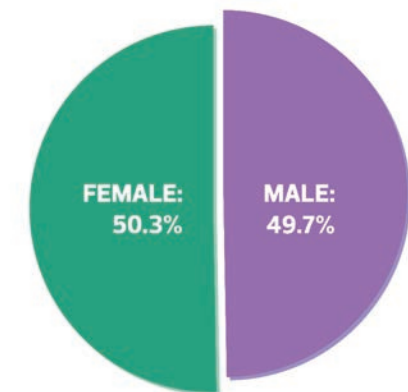
- + The majority of residents in Rossdale are adults aged 20-64 years
- + Rossdale has a lower percentage of infants and toddlers, children and teenagers when compared to the city average
- + Percentages of seniors in Rossdale is slightly higher than the city average
- + During the public engagement, it will be important to include the perspectives of residents of varying ages

Gender (2021 Federal Census)

Rossdale



City of Edmonton

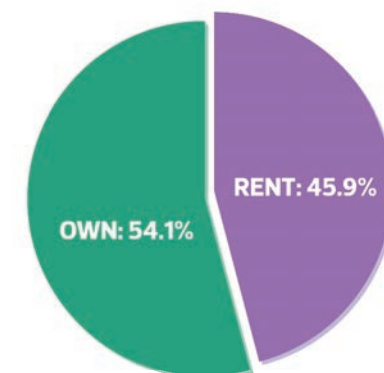


- + There is approximately an equal number of individuals who identify as male and female in Rossdale

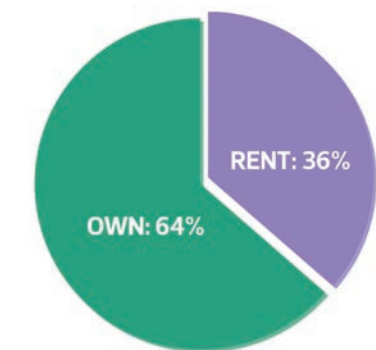
Note: The 2021 Federal census provided respondents the option of identifying as male, female, or non binary. As the population of non-binary respondents was small, individuals in the category were distributed into the other two gender categories by Statistics Canada to protect the confidentiality of responses provided.

Home Ownership (2021 Federal Census)

Rossdale



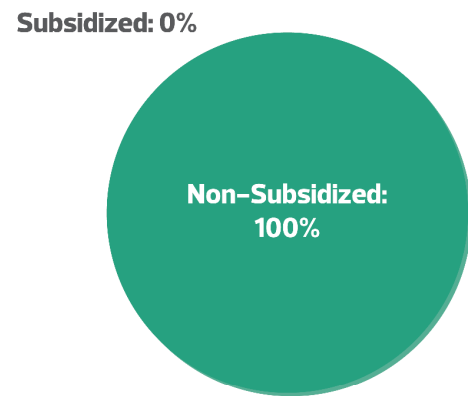
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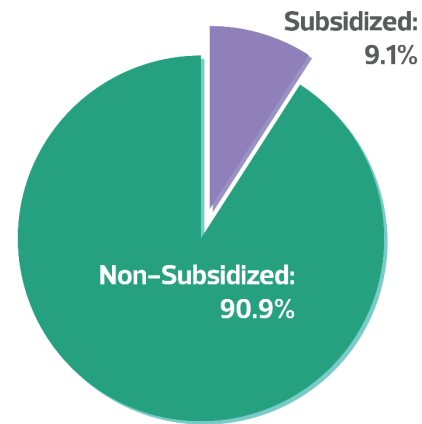
- + Over one third of residents in Rossdale rent, which is above the city average
- + During the public engagement, it will be important to hear the voices of both residents who own and rent in Rossdale

Subsidized housing (2021 Federal Census)

Rosssdale



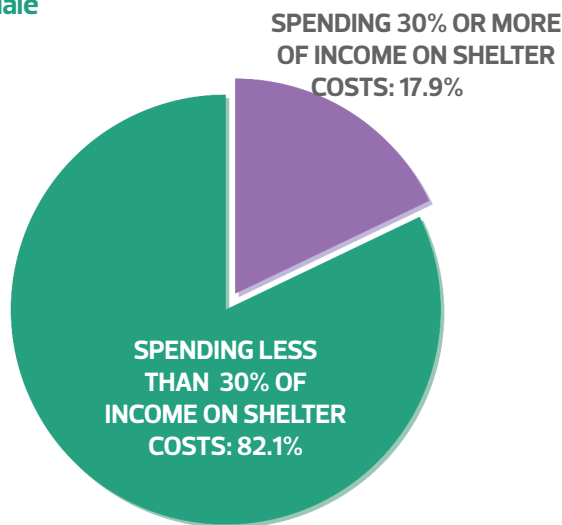
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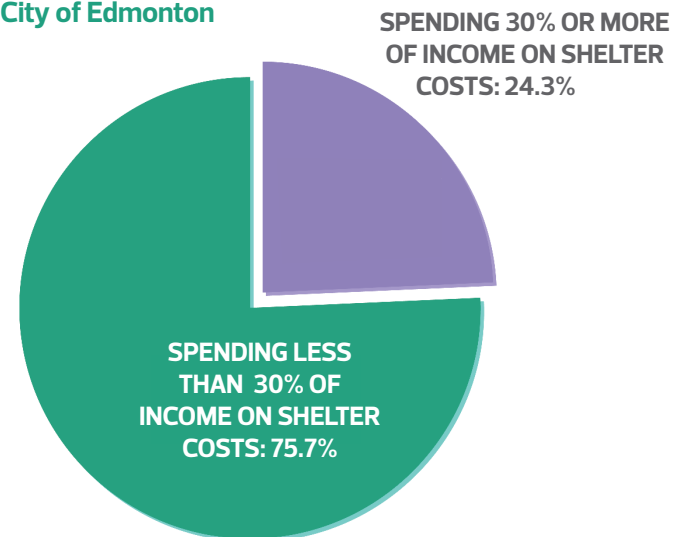
+ No residents in Rosssdale reside in subsidized housing

Household shelter costs (2021 Federal Census)

Rosssdale



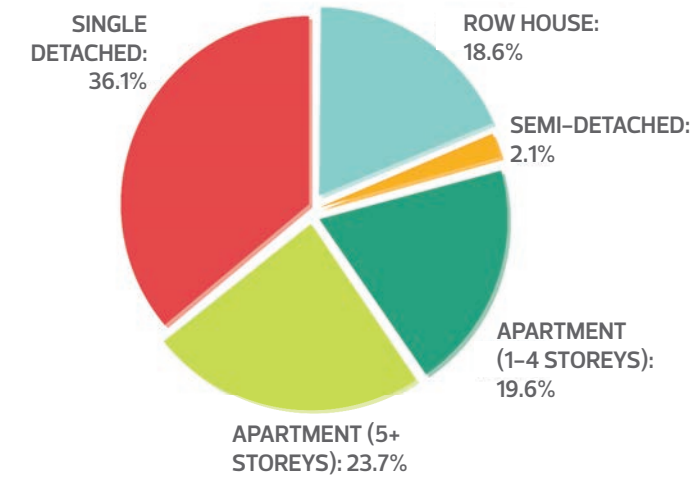
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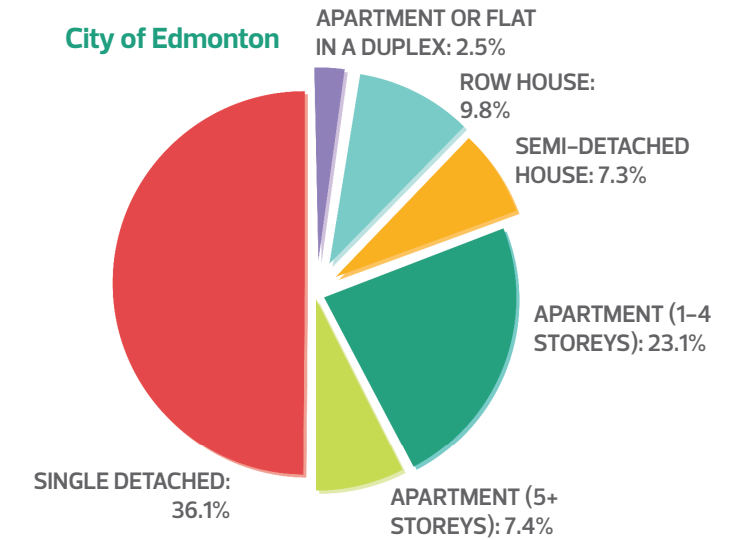
+ A smaller percentage of Rosssdale residents spend 30 per cent or more of their income on housing costs when compared to the city average

Dwelling types (2021 Federal Census)

Rosssdale



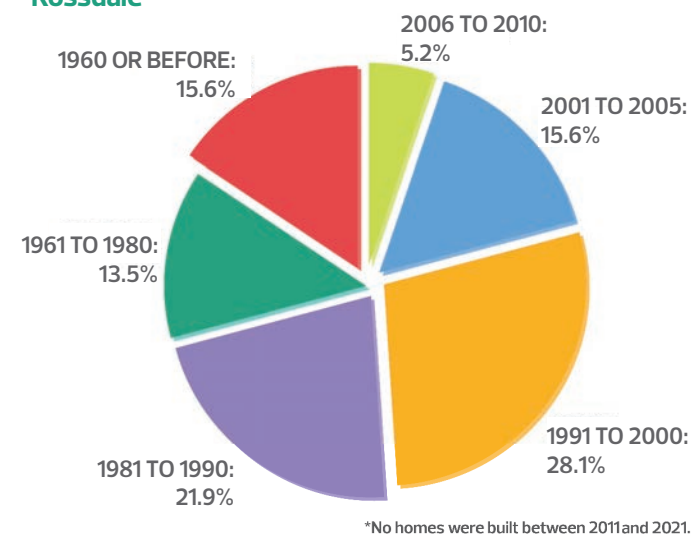
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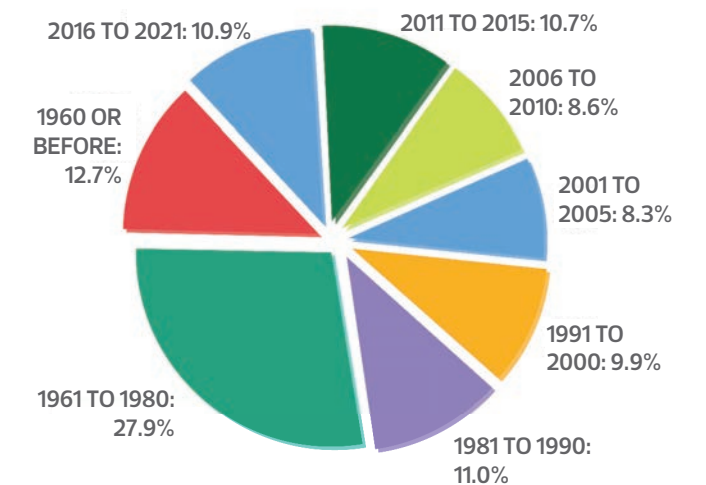
- + The percentage of housing that is single detached in Rosssdale is lower than the city average
- + Rosssdale has higher percentages of row houses and apartments (five storeys and up) when compared to the city average
- + Rosssdale has a similar percentage of apartments (four storeys and under) compared to the city average
- + The Project Team should ensure that public engagement promotional materials reach residents of both single detached houses and apartment buildings

Private dwellings by period of construction (2021 Federal Census)

Rosssdale

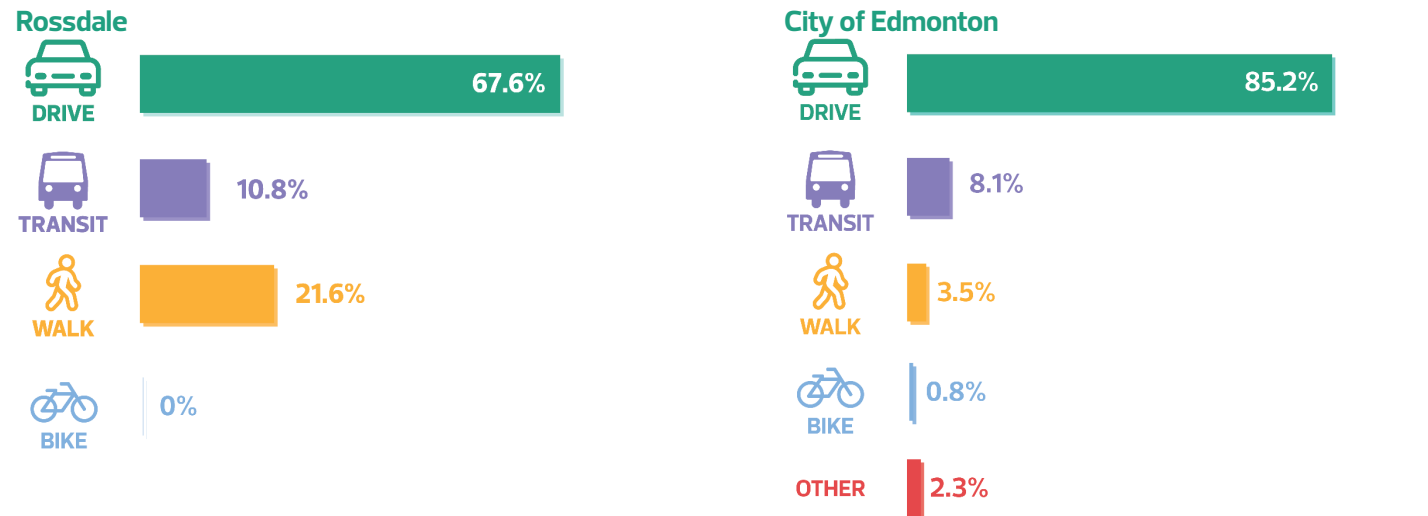


City of Edmonton



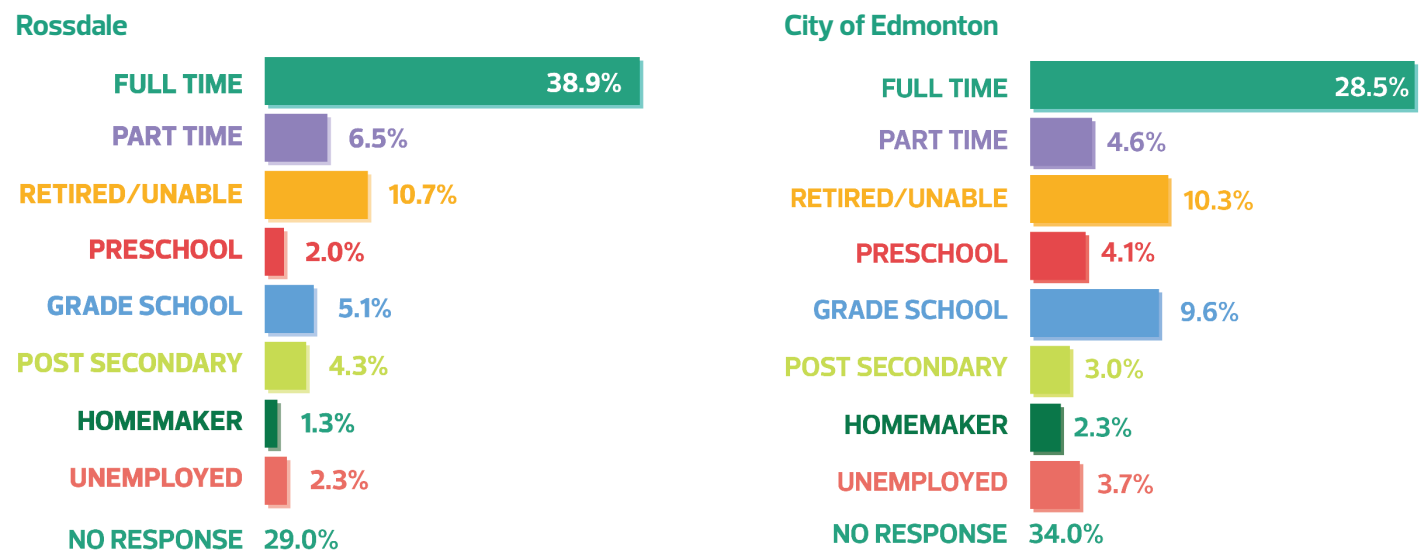
- + No new dwellings were constructed in Rosssdale between 2011 and 2021
- + Over half the dwellings in Rosssdale were constructed between 1991 and 2005

Primary Mode of Transportation (2021 Federal Census)



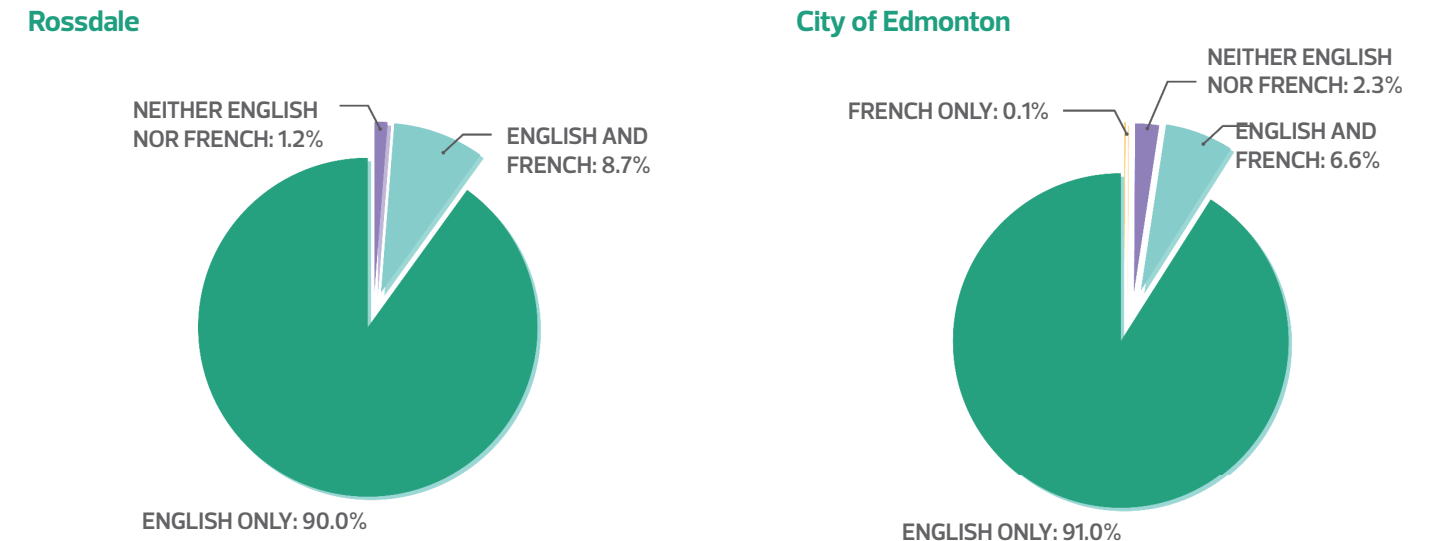
- + A much higher proportion of Rossdale residents walk to work when compared to the city average
- + Rossdale has a similar percentage of people who take transit to work compared to the city average
- + The Project Team should explore design concepts to support biking, walking and taking transit
- + A majority of residents in Rossdale drive to work. However, the percentage of residents that drive to work in Rossdale is lower than the city average
- + Note: This data is from the 2021 Federal Census, when many people's daily work commutes were impacted by the COVID-19 pandemic

Employment Status (2016 Federal Census)



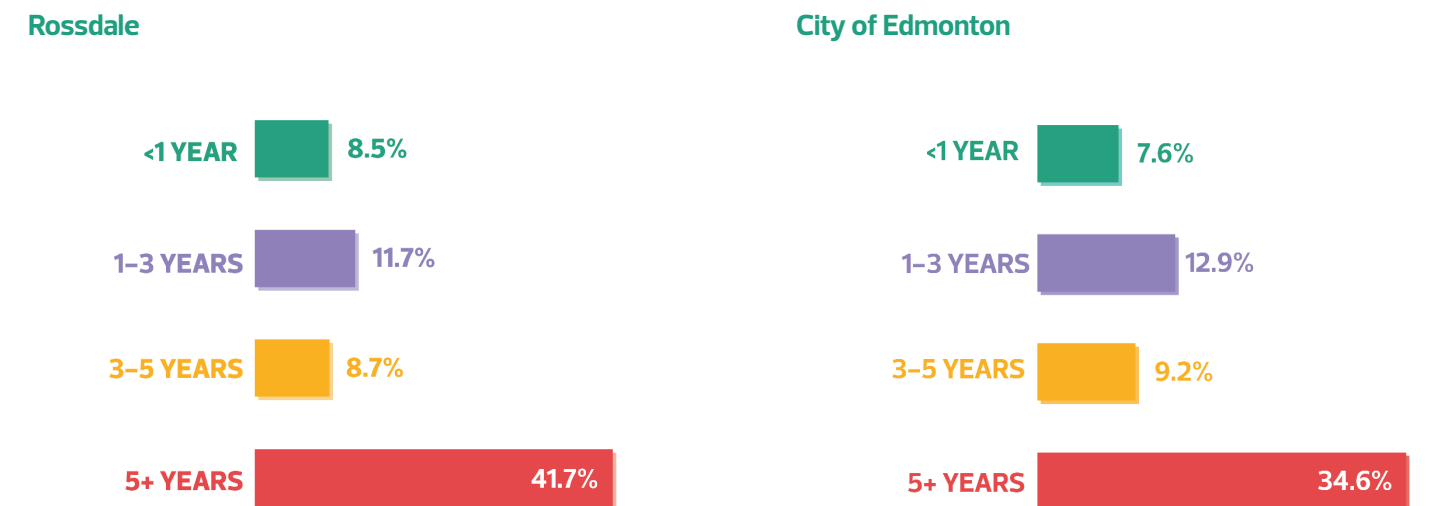
- + A large portion of residents from the area work full time
- + Public engagement events should be offered during both evenings and weekends to capture a wide range of input

Knowledge of official language (2021 Federal Census)



- + The percentage of English and French speakers in Rossdale is comparable to the city average
- + The percentage of those speaking neither official language is lower than the city average

Years in the Neighbourhood (2016 Federal Census)



- + A large portion of residents have called Rossdale home for more than five years
- + Public engagement events should capture the input of both long-term and new residents as they may have different perspectives. Bringing engagement activities and opportunities for input to where people naturally gather will help achieve this

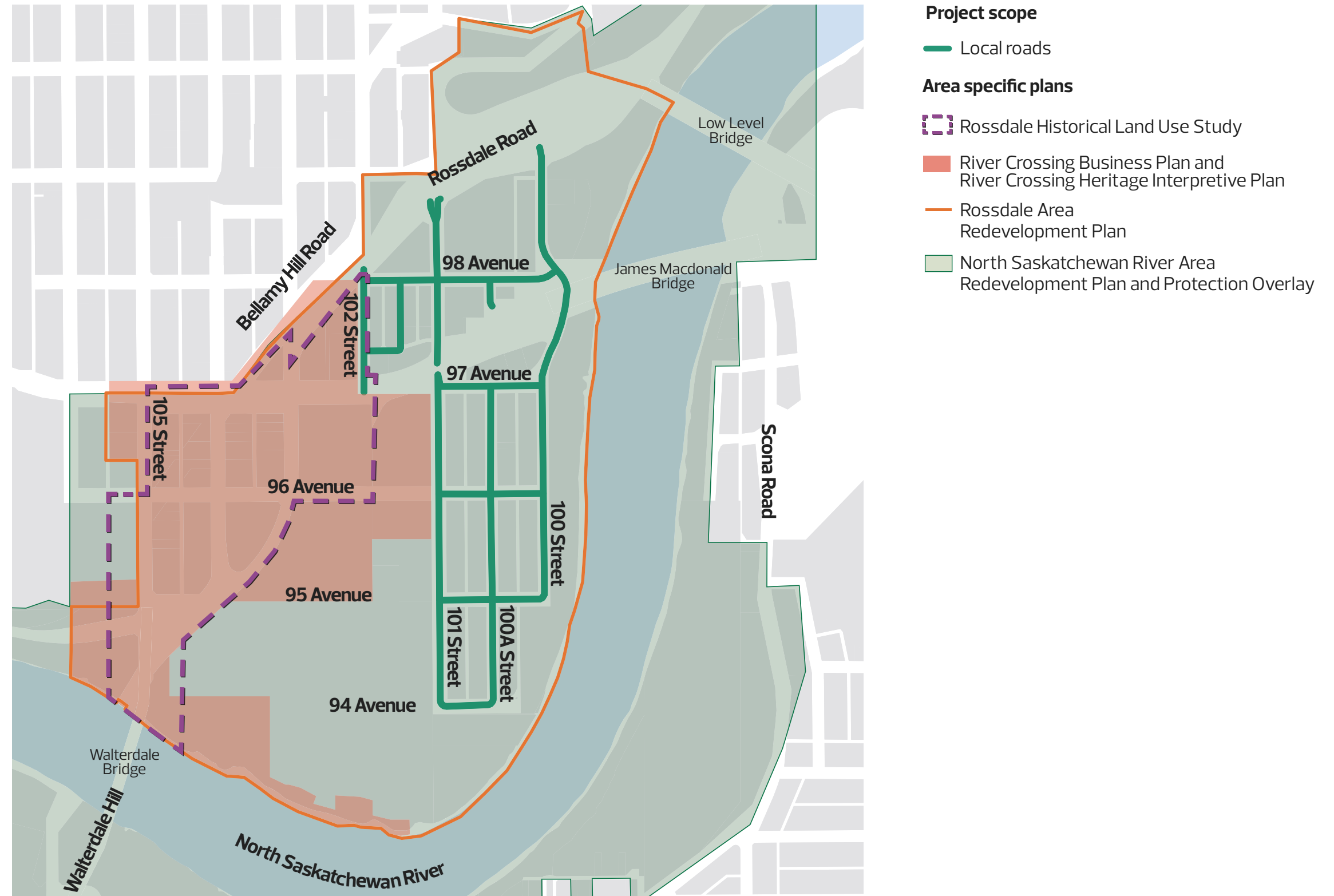
2.4 Policy and standards review

City policies and programs provide the overall direction for the Neighbourhood Renewal Program. Public input, through public engagement activities, and technical requirements will also help how statutory plans, policies and standards will be applied to Rossdale. Several plans, policies and standards that are uniquely applicable to Rossdale are identified below.

Area Specific Plans

The boundary of area-specific plans in relation to the Rossdale Renewal scope are shown on the Area-specific plans map.

Map 3. Area-Specific Plans Map



Area Specific Plans

North Saskatchewan River Valley Area Redevelopment Plan and Protection Overlay

Additional considerations are required when work occurs within the North Saskatchewan River Valley Bylaw boundary. The North Saskatchewan River Valley Area Redevelopment Plan (adopted in 1985) identifies the boundary for the river valley and ravine system and a set of policies and development approval procedures for lands within this boundary. It helps to preserve the natural character, environment, and ecological network of the river valley and ravine system.

The purpose of the North Saskatchewan River Valley and Ravine System Protection Overlay is to identify which lands fall within the river valley and ravine system and provide a development setback from it.

The boundary of the North Saskatchewan River Valley Area Redevelopment Plan in relation to Rossdale is shown in the Area-specific plans map.

Development considerations for the lands where North Saskatchewan River Valley Overlay apply include:

- + Only the lands zoned as A (River Valley Zone), may be developed
- + Any development in the park space will require a Development Permit approval
- + All developments shall maintain a 7.5 m setback from the North Saskatchewan River Valley and Ravine System or receive approval for a variance from the Development Officer
- + The Development Officer may require additional studies or apply specific conditions prior to approving the Development Permit application

Rossdale Area Redevelopment Plan (Bylaw 8139 – 1986, Consolidation 2021)

The Rossdale Area Redevelopment Plan sets out the objectives for the neighbourhood and the policies and programs required to implement these objectives. It includes future land use concepts and corresponding policies. The Project Team should take the plans and concepts into consideration when making design decisions, particularly in the north residential portion where a mix of office commercial and medium and high-density residential uses are envisioned.

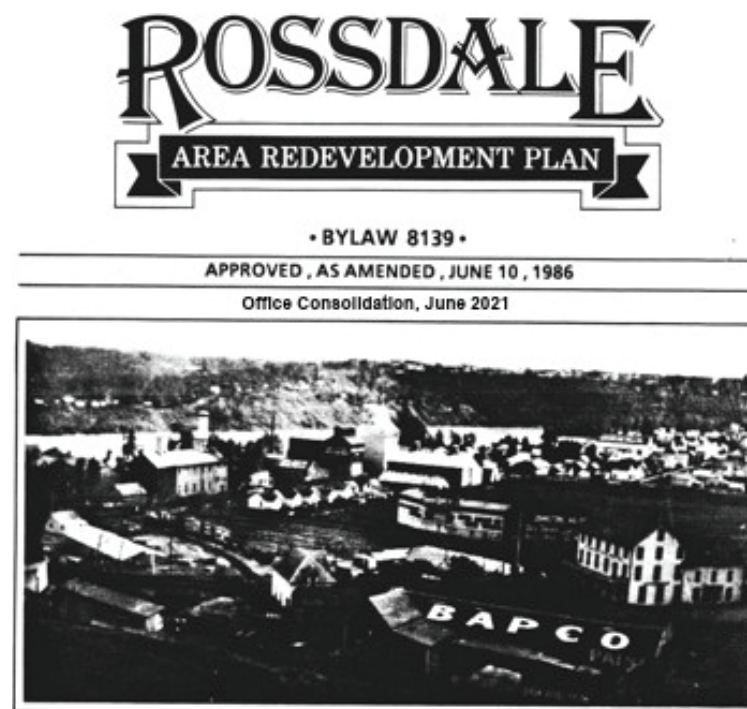
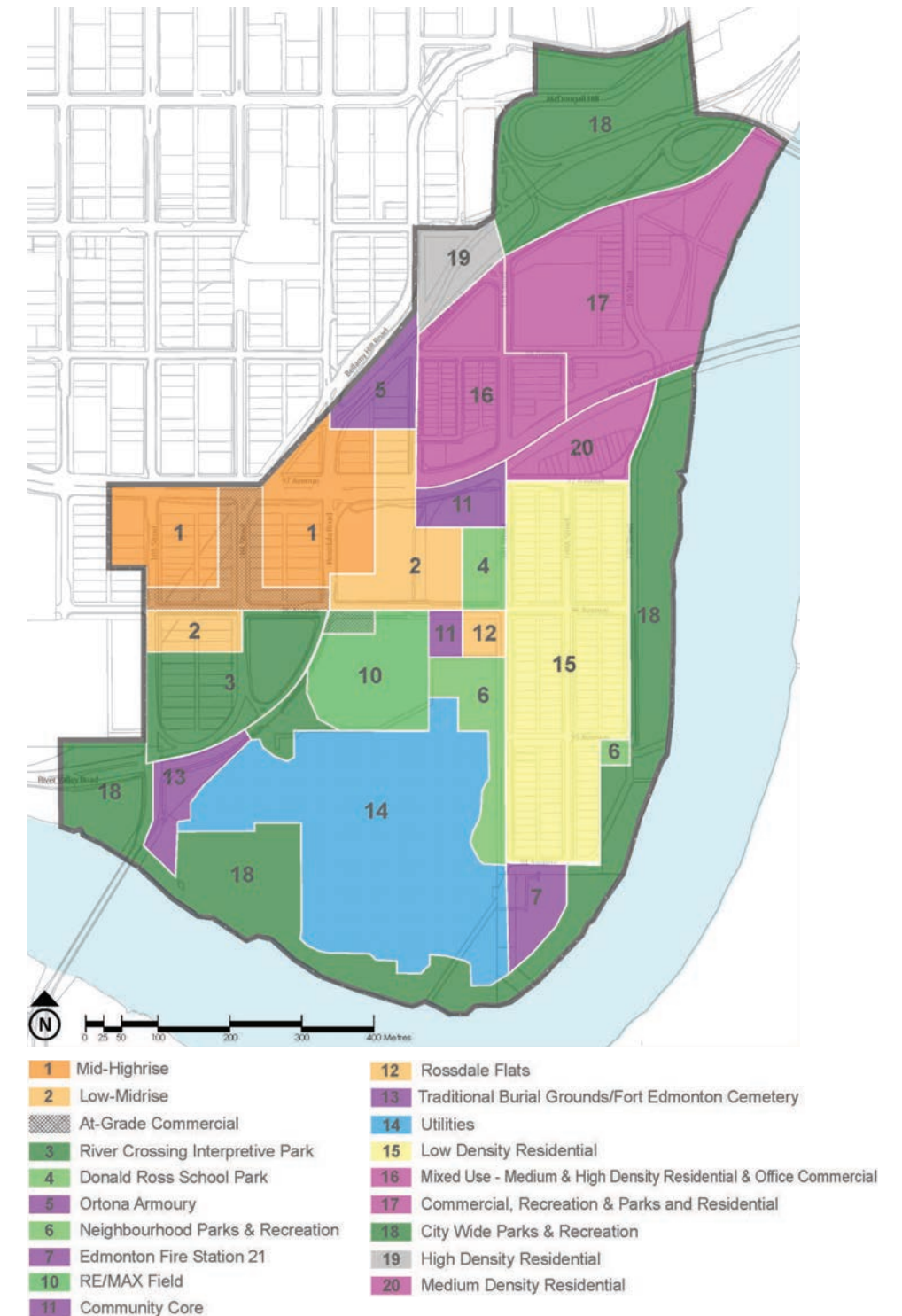


Figure 1. Rossdale ARP Future Land Use Concept Map



Area Specific Plans

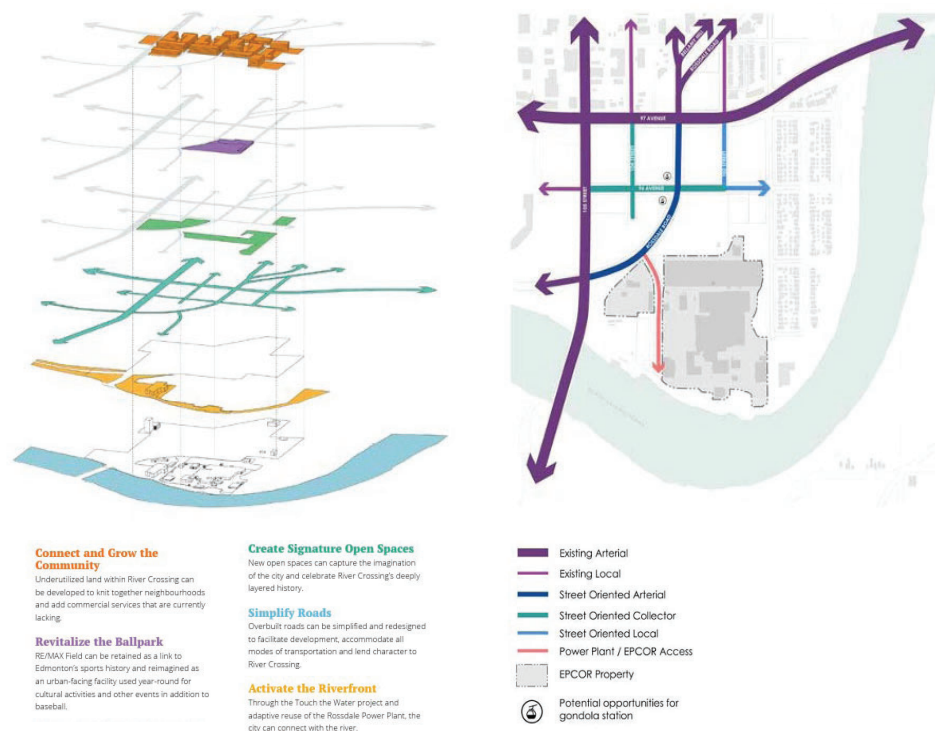
River Crossing Business Plan Report (2019)

The River Crossing Business Plan is one part of 'River Crossing' a long-term city-building initiative which aims to transform Rosssdale into a vibrant community and gathering place while honouring the area's long, rich history. The Business Plan consists of a development concept for west Rosssdale, along with an outline of what implementation will look like, and the associated costs, revenues, and financial opportunities. While the River Crossing study area is largely separate from the scope of the neighbourhood renewal, the Project Team should still consider the development concept when thinking about connections and the future context of the study area.

Recommendations of the Business Plan development concept include:

- + Connect and grow the community
- + Revitalize the ballpark
- + Create signature open spaces
- + Simplify roads
- + Activate the riverfront

Figure 2. River Crossing Development Concept



River Crossing Heritage Interpretive Plan (2017)

- + Making up the other half of the 'River Crossing' initiative, the Heritage Interpretive Plan recognizes the rich history of this area, and sets the stage for how this heritage can be appropriately conveyed through future interpretation and development in the River Crossing area. The goal of the plan is to integrate heritage interpretation into the River Crossing area through parks, infrastructure systems, urban design and buildings as well as active and passive programming such as formal and informal events and activities.
- + Roads within the Rosssdale Renewal scope that are adjacent to the River Crossing Heritage Interpretive Plan area include 102 Street between 98 Avenue and 97 Avenue and 101 Street between 97 Avenue and slightly south of 96 Avenue. The interpretive plan can be used by the Project Team to attain a greater understanding of the area and its rich history.
- + The following guiding principles from the plan are relevant for Rosssdale Renewal:
 - + **Leverage heritage for place-making.** Future land use planning and urban design should leverage heritage (including existing historical buildings, structures and sites) to create great places in the River Crossing area. Interpretation should be balanced with other land use needs and used to enhance the delivery of redevelopment objectives.
 - + **Use spaces to tell stories.** Interpretive projects should start with the question: can this story be told without words? The environment should be used to accomplish as much as possible, with narrative media used to augment, fill in gaps, and meet goals that can only be achieved narratively.
 - + **Integrate interpretation into the landscape and built environment.** Interpretation should be seamlessly integrated so that it becomes part of the landscape and built form rather than a disconnected experience. This requires interpretation to be included at the concept planning stage for the area, public infrastructure, and at specific project sites.
 - + **Create spaces that support programming.** Create flexible spaces that welcome passive and spontaneous use by visitors as well as different formal programming. Make flexible spaces that invite, encourage and prompt storytellers' and stories will be told. The design of these spaces should consider the comfort of the visitors and users and include a mix of open space, seating and shelter, as well as infrastructure such as power and lighting.

Rosssdale Historical Land Use Study (2004)

The Rosssdale Historical Land Use Study was prepared in 2004. The study highlights the historical and archaeological significance of the Rosssdale neighbourhood such as the Traditional Burial Grounds Cemetery and the Rosssdale Power Plant. The Rosssdale Renewal scope area overlaps with the Rosssdale Historical Land Use Study area along 102 Street between 98 Avenue and 97 Avenue.

The study includes recommendations for the long-term management of archaeological resources within the study area. Recommendations relevant to the Rosssdale Renewal scope area include the following:

- + For all proposed activities that would have the potential to affect archaeological resources, undertake effective consultation with stakeholders at an early stage in planning. Alberta Community Development (ACD) is the regulator; stakeholders should be identified through processes already well established by the City of Edmonton. These processes should be inclusive and transparent and sufficient time must be allocated to ensure they are completed before plans are finalized
- + In areas subject to previous residential or transportation infrastructure development, no prior assessment for archaeological resources is considered necessary, except where deep excavations are required for new developments
- + Archaeological investigations may be undertaken on a proactive basis on areas that have been subject to very little prior development, most notably the parking areas north and east of Telus Field and, to a lesser extent, the small area north of 97 Avenue and south of the Ortona Armory, and the base of the 105 Street hill
- + The terms of reference for any development / land sales contracts that may be issued and for any road or bridge construction should include clauses requiring contractors to cease operations and immediately contact Alberta Community Development if bones or artifacts are encountered during soilstripping or in foundation or utility excavations

Area Specific Plans

Rossdale Transportation Network Concept Plan (2022)

Identified in the River Crossing Business Plan, the Rossdale Transportation Network creates a vision for the redesign of the roadway network in west Rossdale that supports all modes of transportation and enhances public spaces. See Section 3.1 Land ownership and in-progress/planned projects for more information.

Touch the Water Promenade Project Concept Report (2021)

The Touch the Water Promenade is a new design the City is developing for the central stretch of the river valley in two distinct project areas: Rossdale area and the north shore area. The Rossdale portion will span from the southeast edge of the neighbourhood at 94 Avenue to the Walterdale Bridge. The project focuses on redesigning and enhancing the shared pathway along the North Saskatchewan River. Since the Touch the Water Promenade would replace this shared pathway west of 94 Avenue, the Project Team should consider this project when looking at design opportunities along the continuation of the shared pathway that wraps around the east side of the neighbourhood. See Section 3.1 Land ownership and in-progress/planned projects for more information.

Ribbon of Green Concept Plan (1990), Master Plan (1992), and SW+NE (2020)

The Ribbon of Green Concept Plan provided a foundation for the planning, management, and prioritization of park development within the North Saskatchewan River Valley and ravine system. The Ribbon of Green Master Plan presented a decision-making framework based on technical analysis, policy and financial data. The Ribbon of Green SW+NE updated the system-wide policy of the original Ribbon of Green plans and developed strategic guidance for the southwest and northeast corners of the river valley and ravine system. The Project Team should consider these plans when renewing the design of the areas of the project scope that are within the river valley.

City Wide Plans

The City Plan (2020)

The City Plan is Edmonton's Municipal Development Plan (MDP), and sets the overarching strategic direction for the way Edmonton grows, its mobility systems, open spaces, employment and social networks, generally touching on most aspects of life in Edmonton. The City Plan is a statutory plan providing policy direction that must be followed.

The Rossdale Neighbourhood Renewal presents several opportunities to work towards the objectives set out in the City Plan. Goals such as planting new trees and increasing trips taken by active transport rely on neighbourhood renewals to plant new boulevard trees and provide the infrastructure necessary to increase active transport.

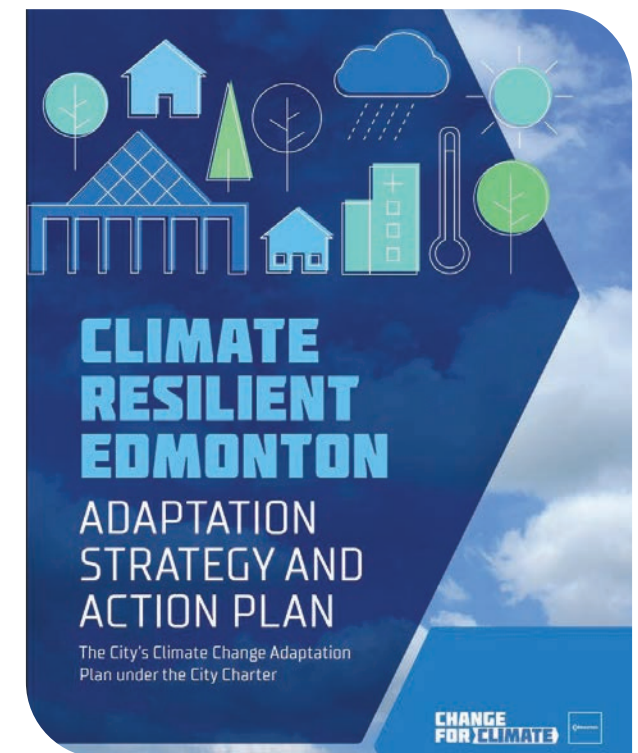
ConnectEdmonton (2019–2028)

ConnectEdmonton is Edmonton's Strategic Plan for 2019–2028. It sets the direction for our future and outlines where we need to change today to realize our vision for Edmonton in 2050. There are four strategic goals/focus areas that require transformational change in the next ten years to achieve our vision. Rossdale Renewal should support the ConnectEdmonton goal of a Healthy City by exploring traffic calming measures, active transportation links and low impact development facilities.

Climate Resilient Edmonton: Adaptation Strategy and Action Plan (2018)

The Climate Resilient Edmonton: Adaptation Strategy and Action Plan focuses on understanding the climate impacts due to ongoing climate change, and provides insight into how the City can build resilience around those impacts. The plan highlights a number of predicted changes to the Edmonton area including changes in temperatures, precipitation, weather extremes and ecosystems.

Rossdale Renewal could support building a climate resilient Edmonton by exploring opportunities for preserving and increasing the tree canopy and increasing flood resiliency through low impact development facilities.



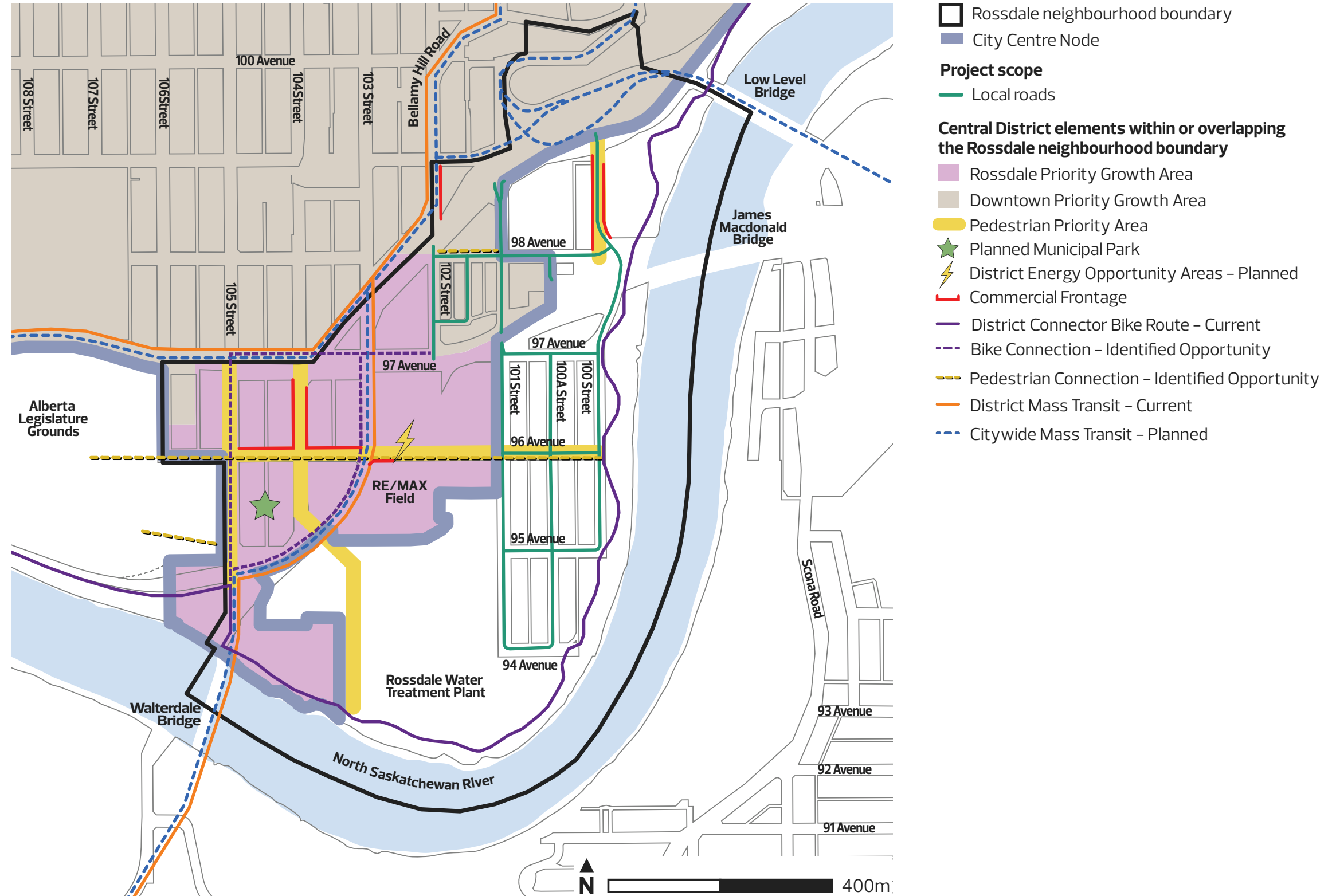
City Wide Plans

District Policy and Plans

District Policy provides policies that apply across all districts and other planning directions like urban design, energy transition and climate adaptation. Fifteen district plans contain district-specific context and area-specific policies. These plans also include maps showing how the citywide District Policy directions are applied in a particular district. The District Policy and district plans are to be used together. While the District Policy sets the policy foundation across the city, district plans tell us what is currently in the district and how it will change.

Rossdale Renewal is located within the Central district. The following paragraphs and the Project scope - Central district relation map summarize relevant elements of the District Policy and Central district plan that overlap with the Rossdale Renewal scope area. Policy and definition excerpts from the District Policy are included as *italics*.

Map 3. Project scope - Central district relation map



City Wide Plans

Roadways and Goods Movement

The District Policy includes the following policies to guide new road design and rehabilitation that results in safe, attractive and comfortable streets that are welcoming to all users in all seasons:

- + 3.3.1.1 *Design streets to best support adjacent land uses and modal priorities by accommodating safe, attractive, comfortable streets for all users in all seasons while providing flexibility for larger goods movement vehicles to operate within the proposed design*
- + 3.3.1.2 *Minimize roadway network expansion for vehicles by accommodating increased transportation demand through Active Transportation and transit*
- + 3.3.1.3 *Design and manage pedestrian, furnishing and ancillary zones of streets where appropriate to support a variety of users and uses beyond vehicle access and parking*
- + 3.3.1.4 *Treat curbside space as a strategic public asset and use tools such as time-restrictions or parking pricing where appropriate to balance the demands on curbside space*
- + 3.3.1.5 *Use Low Impact Development features to clean and reduce stormwater runoff in the design of roadways, where feasible*

The following should be explored:

- + **Street designs that support the safety of all users during all seasons**
- + **Evaluate where on-street parking is a priority**
- + **Include low impact development features in the design of roadways to help reduce the demand on stormwater management facilities**

Planned Municipal Park

The Central district plan shows a Planned Municipal Park west of Rosssdale Road. The River Crossing Business Plan envisions an Indigenous Interpretive Park at this location.

Relevant policies include:

- + 2.6.1.1 *Integrate open spaces with the Active Transportation network using trails, complete streets, or shared pathway connections, including through Urban Greenways*
- + 2.6.1.5 *Identify and take steps to recognize natural heritage and cultural landscapes in open space planning*

The following should be explored:

- + Enhance walking, rolling and biking connections along 96 Avenue to the planned municipal park west of Rosssdale Road

District Mass Transit – Current and Citywide Mass Transit – Planned

The Central district plan identifies Rosssdale Road, Bellamy Hill Road and 97 Avenue west of 104 Street as Current District Mass Transit and Planned Citywide Mass Transit routes. District Mass Transit enables frequent and/or rapid mobility within and between Districts. *District Mass Transit also plays a critical role in supporting the citywide routes by providing direct connections, further enabling cross-city travel using public transit. Citywide Mass Transit service provides fast, reliable citywide mobility through investment in segregated or dedicated transit runningways, river crossings and/or priority measures. Planned Citywide Mass Transit routes are planned for implementation during the first phase of The City Plan (growth to 1.25 million).*

Relevant policies include:

- + 3.2.1.3 *Design pedestrian waiting zones at transit stops to provide safe and comfortable environments for all users*

The following should be explored:

- + Enhance walking, rolling and biking connections to existing and planned transit routes

City Centre Node

The north west part of Rosssdale is located within the City Centre Node of the Central district plan. Centre City is Edmonton's distinct cultural, economic, institutional and Mobility Hub with the highest density and mix of land uses. It is a Node and includes a critical mass of housing, employment and civic activities.

Relevant policies include:

- + 2.4.2.1 *Support Low Rise and Mid Rise development throughout Centre City*
- + 2.4.2.2 *Support High Rise development within Centre City where at least one of the following criteria is met:*
 - a. *The site is within 400 metres of a Mass Transit Station*
 - b. *The site is along an Arterial Roadway, or*
 - c. *The site size and context allow for appropriate transition to surrounding development and adequate site access can be provided*
- + 2.4.2.3 *Support Tall High Rise development within Centre City where at least one of the following criteria is met:*
 - a. *The site is within 200 metres of a Mass Transit Station, or*
 - b. *The site is along an Arterial Roadway.*

The following should be explored:

- + **Design streets to support population growth by enhancing safety for people who walk, roll, bike and drive**
- + **Design streets to function as local destinations and include seating and gathering areas**

Priority Growth Areas

The Central district plan identifies the priority growth areas of City Centre – Rosssdale and City Centre – Downtown within the Rosssdale Renewal scope area. Priority Growth Areas are locations within Nodes and Corridors where more dwelling unit growth is anticipated than other locations as the city grows to a population of 1.25 million. The City of Edmonton intends to apply the City Plan's levers of change (investment, pricing and subsidies, partnerships and advocacy, and policy) in these areas to support growth.

Relevant policies include:

- + 4.1.3.1 *Identify mechanisms to pay for needed infrastructure and public amenities to support population and employment growth in areas identified as priorities*
- + 4.1.4.1 *Work with civic departments, partner agencies and utility providers to plan and invest in infrastructure in alignment with anticipated District growth and Priority Growth Areas activation approach*
- + 4.1.4.2 *Coordinate overlapping and adjacent infrastructure improvement projects between civic departments and utility partners, where possible, to improve project, financial and environmental outcomes and minimize disruption to residents, businesses and the Public Realm*

Improvements that support future residential growth should be explored:

- + **Enhanced Standard: Include beautification elements which support a vibrant and attractive public realm**
- + **Collaborative Process: Collaborate with the Urban Growth Unit to ensure opportunities within PGAs are considered throughout the project lifecycle**
- + **Partnerships: Existing relationships and partnerships should be leveraged where mutual benefit can be articulated to achieve common objectives, such as infrastructure investment and improving area appearance, opportunity and perceptions**
- + **Funding Opportunities: Through strategic effort and additional funding sources, the scope can be expanded to achieve greater outcomes and enhanced assets**

City Wide Plans

District Connector Bike Route – Current and Bike Connection – Identified Opportunity

The Central district plan identifies a Current District Connector Bike Route along the west side of the North Saskatchewan River Valley. District connector bike routes are bike routes that serve as cycling arteries extending across multiple neighbourhoods, connecting Districts. The type of infrastructure may vary.

The Central district plan also identifies Bike Connection Opportunities along:

- + Rossdale Road between 105 Street and 97 Avenue
- + 97 Avenue between 105 Street and 102 Street
- + 105 Street between Rossdale Road and 97 Avenue

Bike Connection Identified Opportunities are potential alignments for bike routes that are identified in the Edmonton's Cycling Plan, *The Bike Plan*(2020).

Relevant policies include:

- + 3.1.1.1 Connect major destinations within and between Districts through the Active Transportation network
- + 3.1.1.2 Design the Active Transportation network to be convenient and accessible for people of all ages and abilities
- + 3.1.1.3 Design pathways and bike routes for year-round use
- + 3.1.1.4 Design and adapt the Active Transportation network to maximize user comfort and minimize conflicts between different modes of transportation
- + 3.1.3.1 Separate bike routes from vehicle traffic where speeds and traffic volumes are higher
- + 3.1.3.2 Encourage the provision of end-of-trip bicycle facilities in both public and private developments
- + 3.1.3.4 Provide bike route Wayfinding to orient cyclists and drivers to the bike network
- + 3.1.3.5 Provide lighting on bike routes to increase comfort and safety, and to assist with Wayfinding
- + 3.1.3.6 Design bike routes for all seasons use and maintenance to ensure safe cycling conditions for all riders

The following should be explored:

- + **Create connections with the nearby active transportation network by designing roadways that include bike facilities**
- + **Roadway designs that maximize user comfort and minimize conflicts between people walking, rolling, biking and driving**

Pedestrian Priority Area and Pedestrian Connection – Identified Opportunity

The Central district plan identifies 100 Street between 97 Avenue and Rossdale Road and 96 Avenue between 100 Street and 105 Street as Pedestrian Priority Areas. *Pedestrian Priority Areas are where the safety and comfort of pedestrians are the most important considerations affecting the design and use of road right of way, as well as the interface between buildings and the public realm.*

Pedestrian Connection – Identified Opportunities are shown in the Central district plan along 96 Avenue between the Alberta Legislative Grounds and 100 Street and 98 Avenue between Rossdale Road and 101 Street. These are areas where sidewalks or pathways are needed to facilitate people walking or rolling that have been previously identified in a City Council-approved or endorsed geographic plan.

Relevant policies include:

- + 3.1.2.1 Prioritize pedestrians in designated Pedestrian Priority Areas and around major destinations such as shopping malls, Mass Transit Stations, hospitals, post-secondary institutions and Recreation Centres
- + 3.1.2.2 Design the road right of way to prioritize the safety and comfort of pedestrians over maximizing the movement of vehicles
- + 3.1.2.3 Construct crossings that prioritize safety, accessibility and minimize pedestrian delay at intersections
- + 3.1.2.4 Provide buffers between vehicle traffic and pedestrians, such as landscaped boulevards or other features
- + 3.1.2.6 Design and locate vehicle access, including parking, service and loading areas to minimize conflict with Active Transportation
- + 3.1.2.7 Make Pedestrian Priority Areas attractive and easy to navigate through urban design techniques, including pedestrian lighting and Wayfinding signage

The following should be explored:

- + **Prioritize the safety and comfort of people walking**
- + **Include wide sidewalks and buffers between people walking and people driving**
- + **Include safe and accessible crossings**
- + **Minimize people driving over sidewalks**
- + **Provide opportunities for street furnishing**

Commercial Frontages

The Central district plan identifies commercial frontages along both sides of 100 Street between 98 Avenue and Rossdale Road. Commercial Frontages are areas within Nodes and Corridors where new development will include commercial land uses oriented towards the street at the street level.

Relevant policies include:

- + 2.4.8.1 Encourage commercial land uses at ground-level and street-oriented design to support an active Public Realm along the Commercial Frontage area
- + 2.4.8.2 Discourage vehicle oriented services, parkades without commercial uses at grade and uses with drive-through services along the Commercial Frontage area

The following should be explored along 100 Street between 98 Avenue and Rossdale Road:

- + **Create an attractive streetscape with wide sidewalks, greenery, and seating areas to support future ground-level commercial uses**

District Energy Opportunity Area – Planned

A Planned District Energy Opportunity Area is identified in the Central district plan along 96 Avenue east of Rossdale Road. *District Energy Opportunity Areas are locations where energy services (electricity, heating, hot water and cooling) for multiple buildings are provided through a district energy utility. Planned areas have favourable conditions, and are being evaluated for future district energy systems as part of the City's district energy strategy.*

Relevant policies include:

- + 2.2.1.6 Direct the creation and expansion of district energy systems in all District Energy Opportunity Areas through the development process

The following should be explored:

- + **Coordinate and stay up to date with plans for the development of district energy services within the Rossdale neighbourhood**

City Wide Plans

Edmonton's Community Energy Transition Strategy & Action Plan (2021)

The Community Energy Transition Strategy is the City of Edmonton's path forward for a low carbon city – transforming how energy is generated, how people move around the city, how buildings are constructed, all through the lens to ensure a just and equitable transition. The plan includes four pathways to support limiting the rise of global average temperature increase to 1.5 degrees Celsius:

- + Renewable and Resilient Energy Transition
- + Emission Neutral Buildings
- + Low Carbon City and Transportation
- + Nature Based Solutions and Carbon Capture

Rossdale Renewal has the potential to support Edmonton's Community Energy Transition Strategy and Action Plan by exploring roadway designs to increase active transportation and implement low impact development facilities.

Complete Streets Policy No. C573A (2024)

The Complete Streets Design and Construction Standards (CSDCS) integrate best practices in design guidance to support the planning, design, and construction of complete streets in Edmonton. The intent is to develop streets that are safe, attractive, comfortable and welcoming to all users in all seasons while also considering operations and maintenance challenges. The CSDCS provide direction on how elements like street type (building orientation, land use, roadway classification) and modal priority need to be considered in the design.

The CSDCS will guide the design and construction of Rossdale Renewal, helping to determine the necessary trade-offs that are to be made depending on the modal priority of local roads.

Access Design Guide, Version 3 (2020)

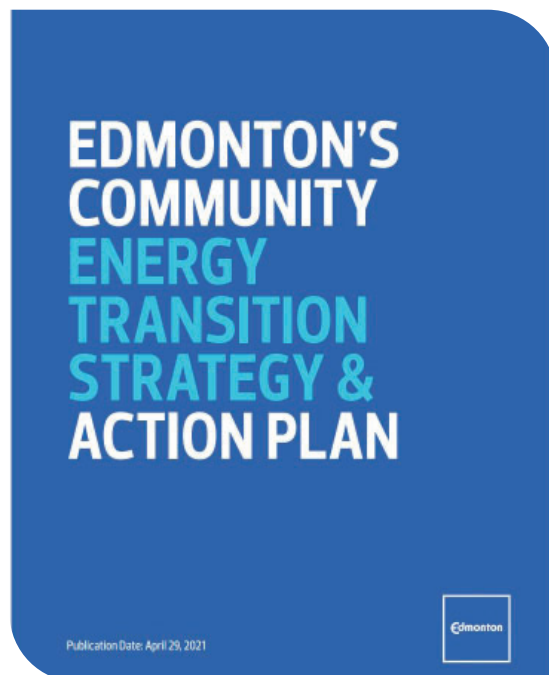
The Access Design Guide is intended for use when planning, designing, building and maintaining facilities, parks and open spaces owned or leased by the City of Edmonton. Rossdale Renewal should explore opportunities to maximize the accessibility for all users of roadways and park users.

Winter Design Policy No. C588

Winter is a core part of Edmonton's identity and needs to be fully considered as our city grows. Northern urban design fully considers the winter context, making the most of opportunities to stay outdoors by capturing the sun's warmth, providing protection from the wind, and making the city more accessible, safe and enjoyable year-round. Streets designed with winter comfort, safety, access and aesthetic appeal in mind, considering all ages and abilities, are critically important in neighbourhoods. Rossdale Renewal can explore opportunities to enhance the experience of all roadway users in winter.

Gender-Based Analysis Plus (2017)

Gender Based Analysis Plus (GBA+) is a process where policies, programs, initiatives or services are evaluated for their diverse impacts on various groups of individuals. A GBA+ approach recognizes that people are influenced by intersecting identity factors that are either marginalised or privileged, and that change over time. City Plan provides direction to apply a gender-based equity lens in the design and application of City infrastructure, policy, programs and services. The Rossdale Renewal Project Team will use a GBA+ Tracking Tool to monitor progress/gaps when evaluating and engaging the neighbourhood to include diverse perspectives.



City Wide Plans

Indigenous Framework

The City of Edmonton's Indigenous Framework is intended to answer the question:

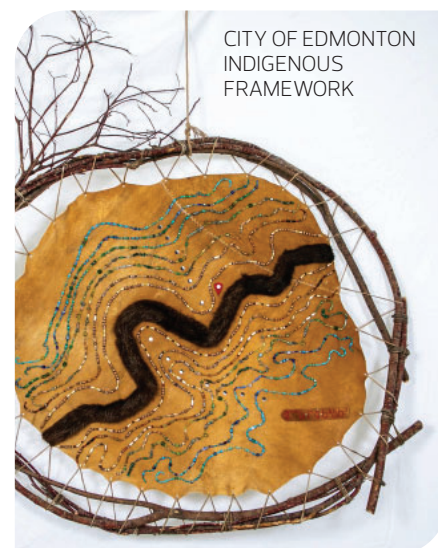
"How can the City of Edmonton best support and build strong relationships with Indigenous Peoples in Edmonton?"

There are two distinct levels of responsibility within this Framework: those for the entire corporation (Seven Commitments) and those for individual City staff (Four Roles). These commitments have been co-created with Indigenous Elders, Knowledge Keepers, community partners, youth and the broader Indigenous community. Rossdale Renewal Project Team members have a responsibility to live the four roles:

- + Listener
- + Connector
- + Advocate
- + Partner

Of the seven commitments, the one that can be most closely followed during the Rossdale Neighbourhood Renewal is;

- + Commitment three: Identify and implement ways to make City spaces and buildings welcoming and safe for Indigenous Peoples and ensure they can see themselves reflected in the City's spaces and places



Active Transportation Policy No. C544 (2009)

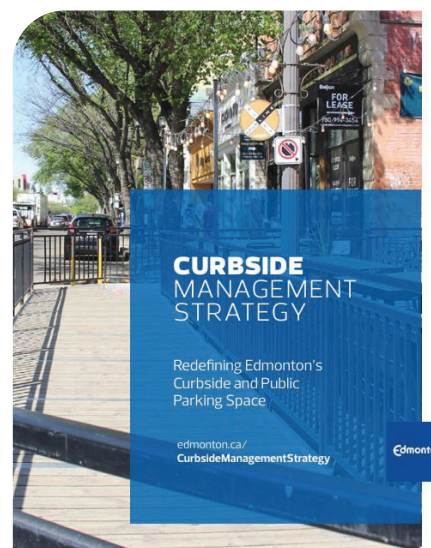
The purpose of the Active Transportation Policy is to increase opportunities to walk, roll and bike in Edmonton, regardless of age, ability, or socio-economic status. The policy encourages this by optimising the active transportation network, educating the public on how this infrastructure is used, enacting policies, procedures and programs that support it, and encouraging active transportation through collaboration and partnerships. Rossdale Renewal can explore opportunities to enhance active transportation networks by creating safe and accessible connections for people who walk, roll or bike.

Active Transportation Network Wayfinding Guide (2023)

The Active Transportation Network Wayfinding Guide details the approach to implementing a coherent bike wayfinding system as envisioned in the Bike Plan. Rossdale Renewal can explore opportunities for wayfinding signage along local roadways to build on the existing River Valley wayfinding signage system.

Curbside Management Strategy (2022)

The Curbside Management Strategy sets a path to using our curbsides – the space between the sidewalk and the vehicle travel lane – more equitably and strategically to benefit more Edmontonians. It outlines 7 actions that help bridge the gap between The City Plan and the necessary operational changes needed to modernise the City's curbside and public parking management approach. Rossdale Renewal can evaluate where on-street parking is a priority.

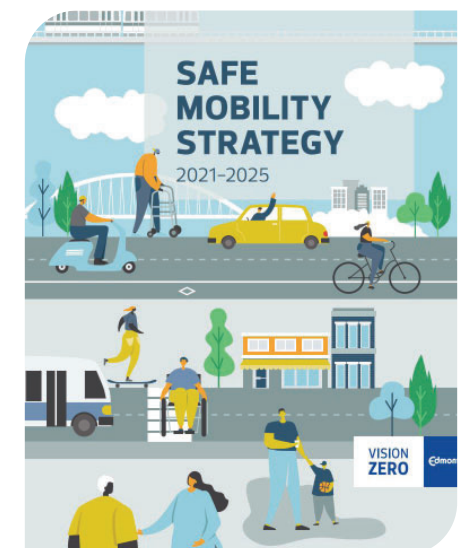


Safe Mobility Strategy (2021–2025)

The Safe Mobility Strategy's purpose is to achieve Vision Zero through safe and livable streets in Edmonton. Vision Zero is the internationally endorsed long-term goal of zero traffic-related fatalities and serious injuries. The City of Edmonton adopted Vision Zero in 2015 and its first strategy, the Road Safety Strategy 2016–2020, made significant progress in reducing serious injuries and fatalities by targeting hotspot locations for infrastructure improvements and enforcement. Rossdale Renewal can explore opportunities to mitigate traffic safety issues through roadway designs.

Corporate Tree Management Policy No. C456C (2020)

The City of Edmonton's Corporate Tree Management Policy mandates that all City trees will be protected and preserved and where these requirements cannot be met, equitable compensation for that loss may be pursued by the City from the civic or private entity causing the damage or loss. Rossdale Renewal may propose new tree plantings and/or removals of existing trees to facilitate new or enhanced infrastructure. The Project Team will work with the urban foresters and adhere to the tree management policy throughout the process.



3 Neighbourhood roadway analysis

3.1 Land ownership and other active projects

Land ownership is an important consideration for Neighbourhood Renewal. Different parcels of land are associated with different organizations, such as the City of Edmonton, EPCOR, the public school board and other privately owned land. These lands may be subject to different land governance requirements, and require different types of approvals to build improvements. Land ownership within the Rossdale neighbourhood is identified on the Land ownership map.

City of Edmonton Holdings

Fire Rescue Services Holdings

- + Edmonton Fire Station 21 is located in the southeast area of the neighbourhood and accessed via 101 Street. The station was deactivated in 1997 due to budget constraints and in 2019 the refurbished station reopened. The station services the nearby area and the North Saskatchewan River via rescue boats¹⁰
- + The property is zoned A - River Valley

Housing and Economic Sustainability Holdings

- + Two Housing and Economic Sustainability Holdings parcels are located north of 97 Avenue and between Rossdale Road and 102 Street. The parcels are located near the Ortona Armoury Building
- + The parcels are zoned DC1 19719 - Direct Development Control Provision

Parks Holdings

- + Parcels identified as Parks Holdings within Rossdale include uses such as parks, sports fields and parking lots for the RE/MAX Field
- + Land uses for the parcels include A - River Valley, PSN - Neighbourhood Parks and Services, DC1 19719 - Direct Development Control Provision, and DC1 19135 - Direct Development Control Provision

Transportation (Roadways) Holdings

- + A Transportation (Roadways) Holdings parcel is located on 105 Street north of the Walterdale Bridge and is zoned A - River Valley
- + Transportation Holdings are treated as road right-of-way for development approvals

Land for Future Municipal Purposes Holdings

- + A number of parcels located south of 97 Avenue between 105 Street and 104 Street are identified as Land for Municipal Purposes Holdings. The parcels are grassed and do not include any structures. Several parcels located south of 97 Avenue between 105 Street and Rossdale Road are identified as Land for Municipal Purposes Holdings. The parcels are grassed and include some structures. The River Crossing project envisions this area as a mid-highrise housing (8-15 storeys) development with at-grade commercial uses along both sides of 104 Street and the north side of 96 Avenue.
- + The parcels are zoned DC1 19719 - Direct Development Control Provision

Municipal Use Properties Holdings

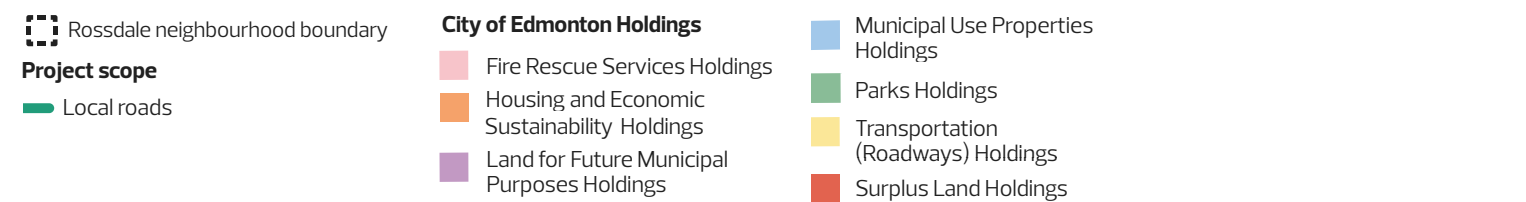
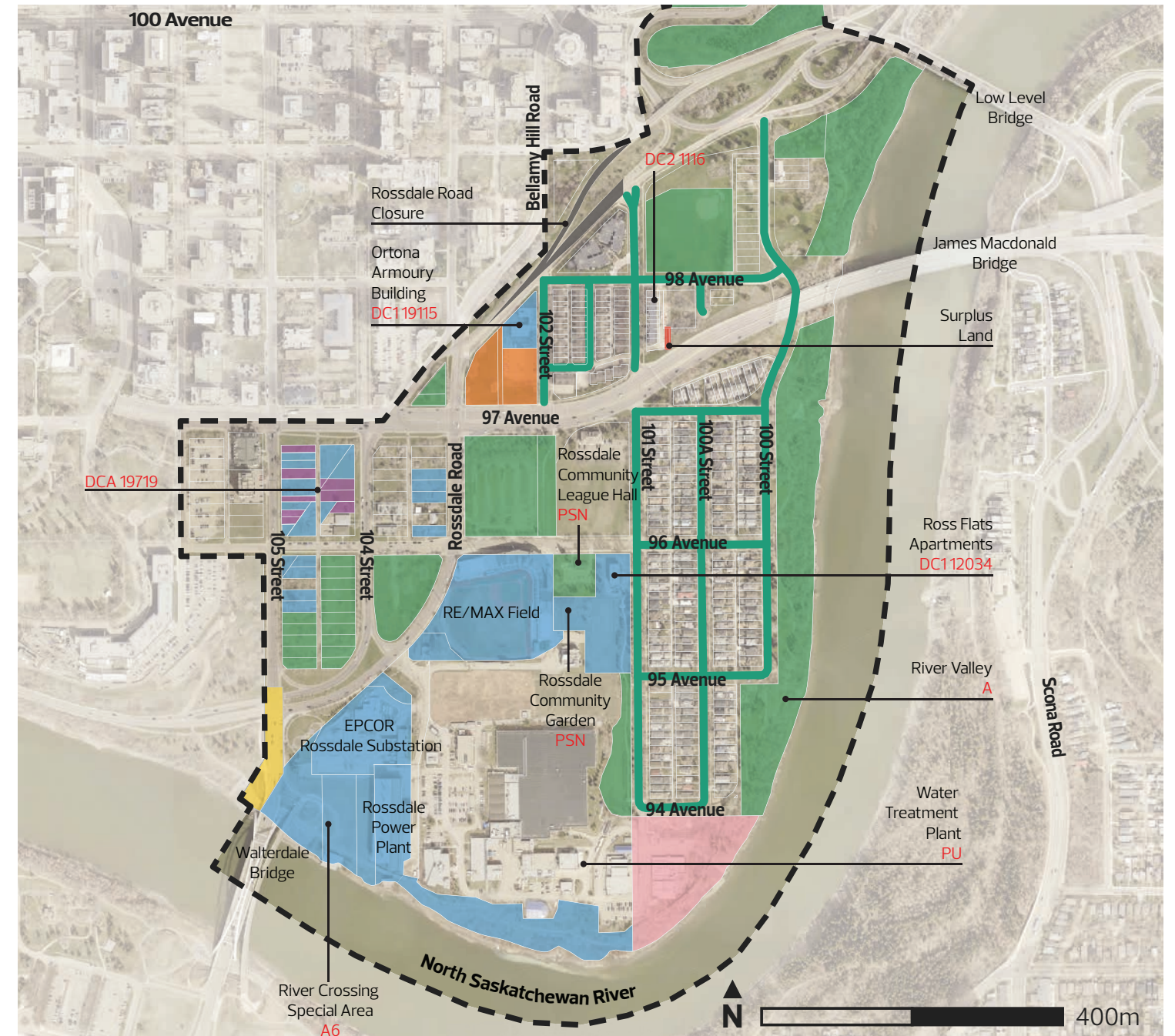
- + A number of parcels identified as Municipal Use Properties Holdings are located in Rossdale. Uses and buildings include parks, RE/MAX Field, EPCOR Rossdale Substation, Rossdale Power Plant, Rossdale Community Garden, Ross Flats Apartments, Ortona Armoury Building and grassed parcels that do not include any structures
- + Land uses for the parcels include A6 - River Crossing Special Area, PU - Public Utility, PSN - Neighbourhood Parks and Services, DC1 12034 - Direct Development Control Provision, A - River Valley, DC1 19719 - Direct Development Control Provision, DC1 19115 - Direct Development Control Provision, and DC2 1116 - Site Specific Development Control Provision

Surplus Land Holdings

- + A Surplus Land Holdings parcel is located north of 97 Avenue east of 101 Street. The parcel was intended to be part of a north-south alley. However, the alley is no longer needed because there is a north-south private alley to the west of the parcel.
- + The parcel is zoned DC2 1116 - Site Specific Development Control Provision

¹⁰Transforming Edmonton - Time is everything for Fire Station 21

Map 4. Land ownership map



License Agreements

Rossdale Community League Agreement area

The Rossdale Community League Hall is located in the Rossdale Community League Agreement area

Rossdale Community League (1974) Agreement area

Two areas across 97 Avenue are identified as the Rossdale Community League (1974) Agreement area. The use of these areas is unclear. However, they may be for the purpose of murals below the James Macdonald Bridge

Edmonton Sport and Social Club Agreement area

The baseball diamond in Diamond Park is part of the Edmonton Sports and Social Club Agreement area

EPSB Joint Use Agreement area

The Joint Use Agreement (JUA) is a formal partnership between the City of Edmonton and Edmonton Public Schools to share facilities to benefit students and Edmontonians.

The Joint Use Agreement facilities provide use of City recreational facilities to students during school hours, access to school facilities for community groups after school hours, and shared use of sports fields by students and community sport groups.

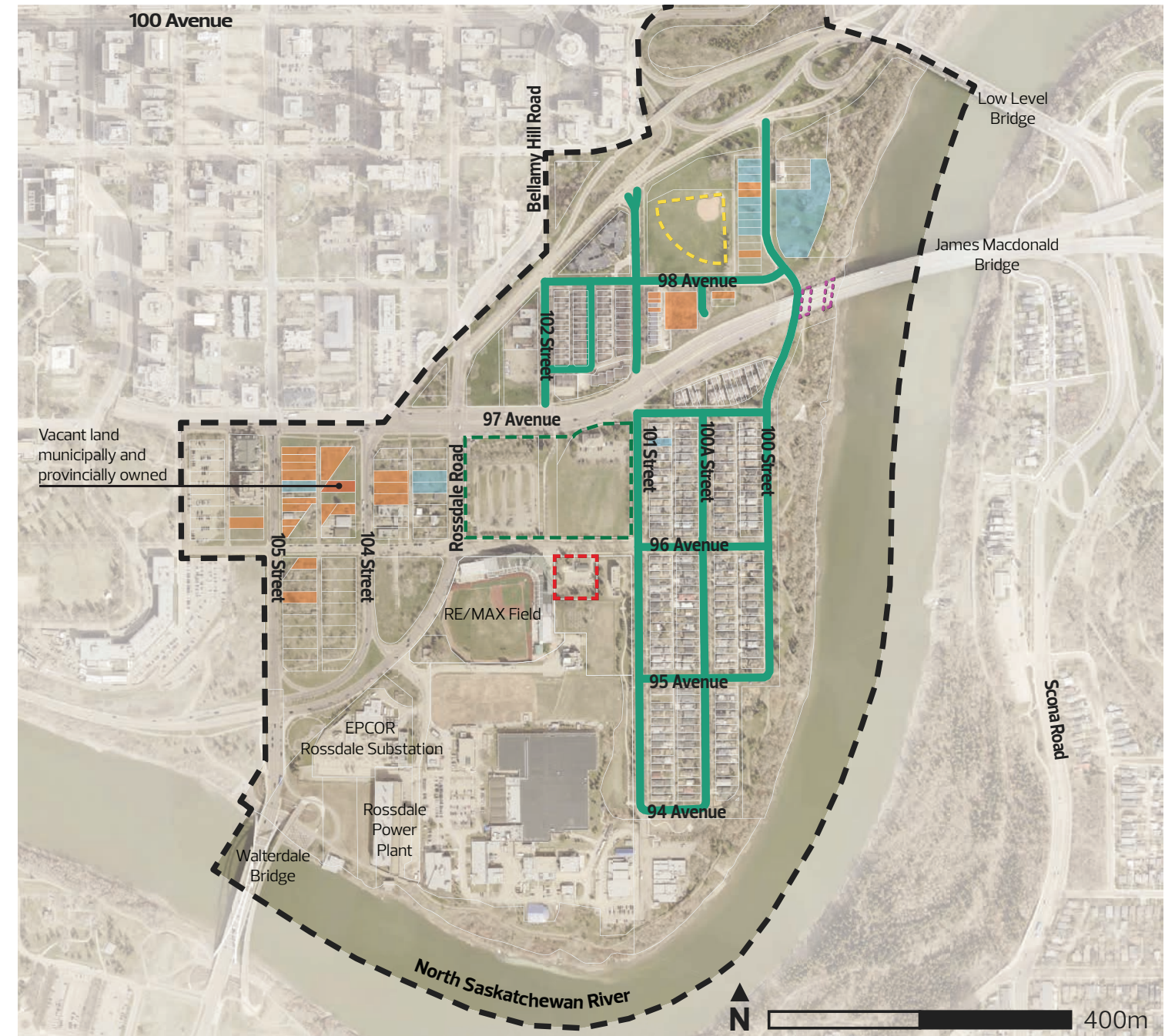
Vacant Lands

- + Several vacant properties are located in Rossdale and may be redeveloped in the future (see the Vacant lands map)



Vacant land west of 100 St and Rossdale Brewery

Map 5. Licence Agreements & Vacant Lands Map

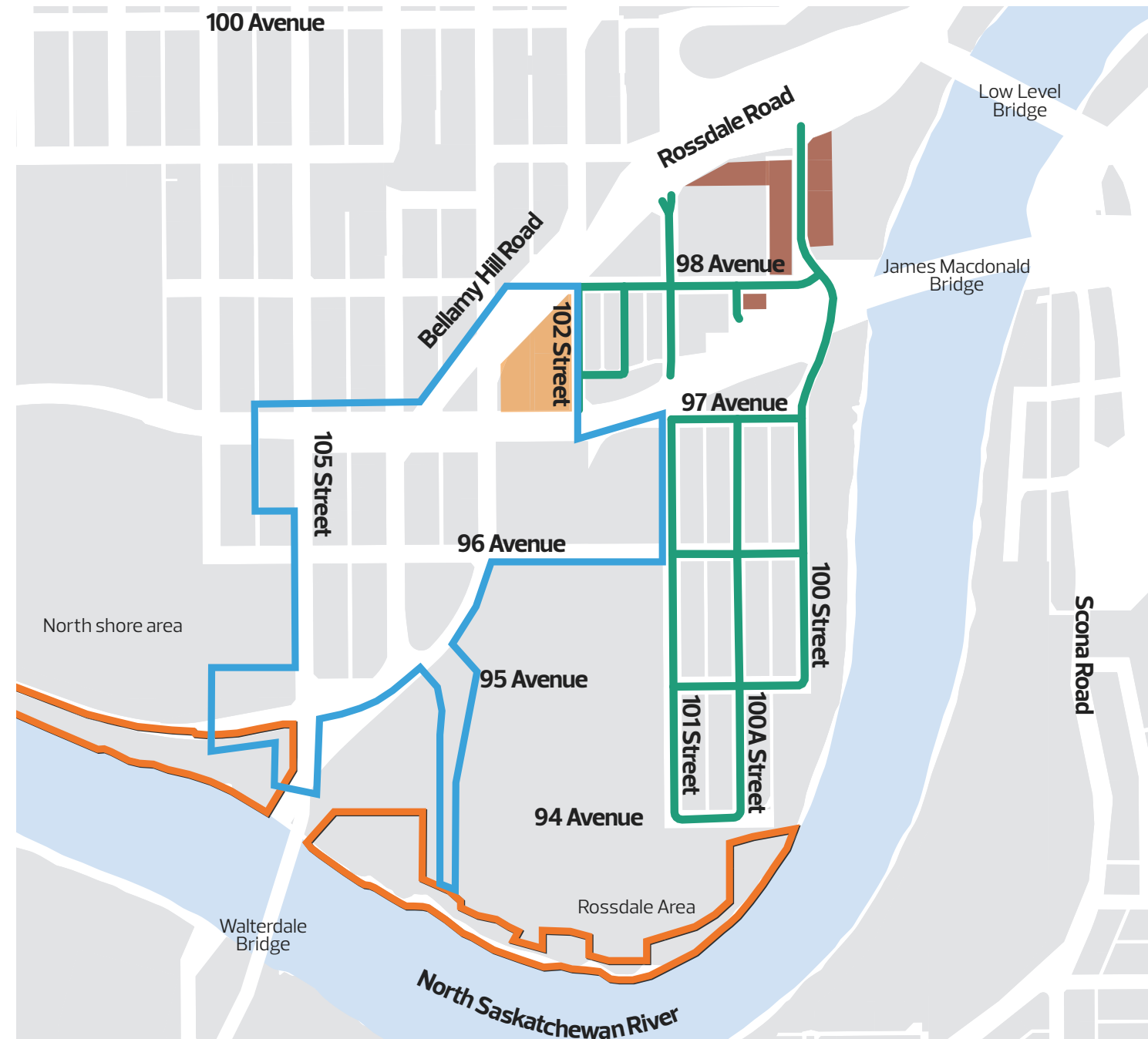


*Source: City of Edmonton, Open Data, June 2021

In-progress and planned projects

A number of recently completed, in-progress and planned projects are located in and near the Rossdale neighbourhood. It will be important for Rossdale Renewal to include the planned infrastructure improvements as part of the neighbourhood analysis. In-progress and planned infrastructure projects in and near the Rossdale neighbourhood are identified on the Adjacent projects map.

Map 6. Adjacent projects map



- | | | |
|----------------------|---|---|
| Project scope | Adjacent projects | |
| Local roads | Rossdale Transportation Network (Planned) | Ortona Armoury Building Rehabilitation (Complete) |
| | Touch the Water Promenade Project (Planned) | Planned for Mixed Use Development (Planned) |

Touch the Water Promenade Project

- + The City is exploring ways to improve access to the central river valley with the Touch the Water Promenade project. If the project moves forward, it would include opportunities to celebrate the area's multi-layered heritage, encourage recreation and connect people with nature
- + The project is divided into the two areas of Rossdale and North Shore
- + Preliminary design phase has been completed for the Rossdale area. Designs include riverfront public spaces, improved pathways and opportunities for people to learn about the multi-layered history and heritage of the area
- + Concept design phase has been completed for the North Shore area. The Touch the Water Promenade Project is not funded for construction as of December 2024



Rossdale Transportation Network

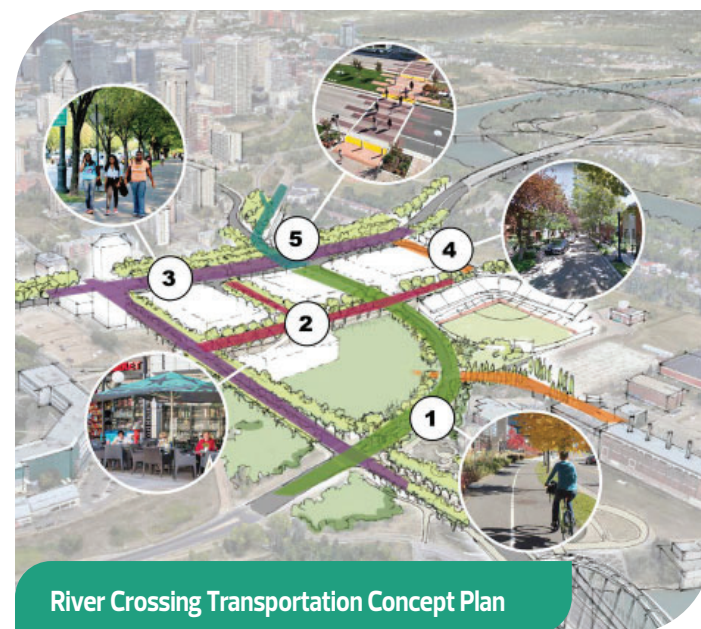
The Rossdale Transportation Network project, identified in the River Crossing Business Plan, aims to enhance public spaces and design the roadway network for all modes of transportation, including people walking, rolling, cycling, taking transit and driving

The concept plan for the Rossdale Transportation Network was completed in December 2022. The Rossdale Transportation Network was funded until the completion of the concept plan.

Key recommendations of the concept plan include:

1. Transformation of Rossdale Road into a parkway. Changes include:
 - + A space for bikes on the south/east side, separate from vehicle traffic and the sidewalk
 - + Sidewalks on both sides of the street, separated from the road with a tree-lined boulevard
 - + Active mode connections to the river valley trail system, the future interpretive park and the future Touch the Water Promenade
2. Creation of a community heart. Changes include:
 - + Wide sidewalk on the north side of 96 Avenue and both sides of 104 Street with room for furniture and commercial spaces
 - + Wide sidewalk on the south side of 96 Avenue with planting and seating and opportunity for integration with the future interpretive park
 - + Closure of 104 Street south of 96 Avenue for the future interpretive park
3. Creation of grand boulevards. Changes include:
 - + Widened sidewalks on both sides of 105 Street
 - + Add a bike path on 105 Street and on the south side of 97 Avenue
 - + Add trees to the boulevards and in the centre median along 97 Avenue
4. Expanded neighbourhood connections. Changes include:
 - + Creating a new street connection at 102 Street between 96 Avenue and 97 Avenue with wide sidewalks on both sides with room for furniture and treed boulevards
 - + On-street parking on both sides of 102 Street
 - + EPCOR access road as a curbless street with decorative paving

5. Enhanced connections into Downtown. Changes include:
 - + Simplify the vehicle traffic movements and intersections to decrease driver confusion and improve safety for those who drive, walk, cycle and wheel
 - + Wide sidewalk on the west side connecting to 103 Street
- + The aging condition of Rossdale Road identified the need for rehabilitation work between 101 Street and 103 Street. The eastbound lane was rehabilitated and the westbound lane was permanently removed in December 2023 as part of the Rossdale Road Closure: 101 Street to 103 Street project. A new shared pathway along the south side of Rossdale Road between 97 Avenue and 100 Street was constructed in fall 2023 as part of the project
- + The remaining road sections listed in the Rossdale Transportation Network project do not have a construction timeline as of December 2024



Ortona Armoury Building Rehabilitation (completed in 2024)

- + The Ortona Armoury was built in 1914 and has been a prominent historical landmark in the Rossdale area for over a century. For the last 30 years, the Ortona Armoury building has been used as studio space for artists/arts groups who have tenancy agreements with the City. In 2004, the building was designated as a Municipal Historic Resource which legally protects it from demolition or alterations to the structure
- + The rehabilitation work included hazardous material removal, window restoration, and full interior renovation. This project required extensive work to upgrade building structural elements and foundations, replace mechanical and electrical systems and general building repairs. The project also included site grading and landscaping, new utility connections, lighting and various theatre elements as well as an addition between the north and south portions of the building. Rehabilitation work was completed in 2024
- + The Ortona Armoury Building is now a renewed arts and community hub that supports flexible art spaces for visual and performing artists, as well as bookable spaces for community use



Potential mixed use developments

- + Mixed use developments are proposed for lands south, north and east of Diamond Park. Developments may include multi-unit residential buildings and commercial uses
- + Coordination between Rossdale Neighbourhood Renewal and the proposed mixed use developments may be required regarding roadway construction timing



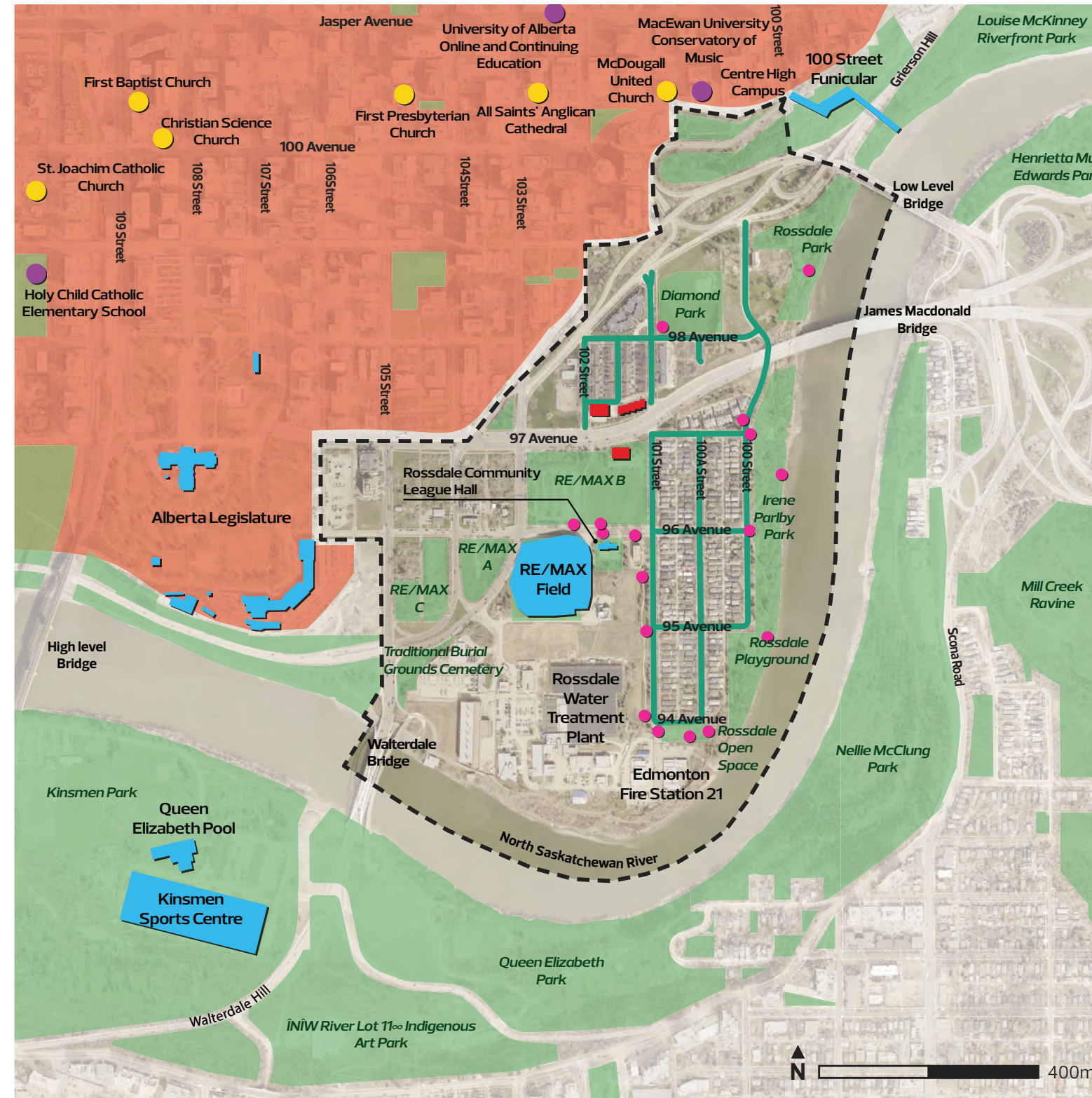
Opportunities

- + Explore roadway and active transportation designs that connect with the the planned improvements of the Rossdale Transportation Network project (Rossdale Road and 96 Avenue)
- + Explore roadway designs that accommodate nearby anticipated mixed use developments
- + Create active transportation connections that tie into the preliminary design of the Rossdale Touch the Water Promenade Project
- + Where possible, coordinate public engagement activities with other ongoing City projects

3.2 Commercial Nodes & Community Destinations

Existing commercial nodes and community destinations in and surrounding Rossdale are identified on the Commercial nodes and community destinations map.

Map 7. Commercial nodes and community destinations map



-  Rossdale neighbourhood boundary
- Project scope**
-  Local roads
-  Public facility
-  Office commercial
-  Parks and open spaces
-  Existing seating areas
-  Downtown core
-  School
-  Places of worship

Recreation destinations

- + Rossdale Community League Hall
- + RE/MAX Field
- + Public facilities and services within a 15 to 25 minute walk include:
 - + 100 Street funicular
 - + Alberta Legislature
 - + Kinsmen Sports Centre
 - + Queen Elizabeth Pool

Office commercial

- + Two office commercial buildings are located north of 97 Avenue between 102 Street and 101 Street. The businesses are accessed by 97A Avenue and the nearby alley
- + The historic Donald Ross School located south of 97 Avenue west of 101 Street is used as office space for the Edmonton Public School Board
- + No retail commercial uses are located in Rossdale. A retail convenience store is located outside of Rossdale in the ground floor of a multi-unit residential building on the northwest corner of 97 Avenue and 105 Street

Parks and open spaces

- + Rossdale Community Garden
- + Rossdale Linear Park
- + Rossdale Playground
- + Irene Parlby Park
- + Diamond Park
- + Rossdale Park
- + Traditional Burial Grounds Cemetery
- + John Ducey Park/RE/MAX Field
- + RE/MAX A, B and C
- + A number of notable parks and open spaces are within a 30 minute walk such as:
 - + Kinsmen Sport Fields & Grizzly Bear Lodge Park
 - + (ÎNÎW) River Lot 11 ∞ Indigenous Art Park
 - + Queen Elizabeth Park
 - + Nellie Mclung Park
 - + Henrietta Muir Edwards Park
 - + Louise Mckinney Riverfront Park

Existing seating areas

- + A number of seating areas are located in Rossdale. The benches, lights, waste bins, and hard surfacing of the seating areas share a similar design style

Downtown core

- + The Downtown core is located northwest of Rossdale and includes a number of multi-unit residential buildings and commercial uses such as restaurants, cafes, grocers, bars, entertainment venues, health services and offices. While Downtown is within a 30 minute walk of Rossdale, it involves steep sidewalks and stairs making it less accessible to people who walk or roll



Seating Area



Edmonton Fire Station 21



Rossdale Community League



Seating Area

Schools

- + No schools are located in Rossdale
- + Schools within a 30 minute walk include:
 - a. Holy Child Catholic Elementary School
 - b. Centre High Campus
 - c. MacEwan University Conservatory of Music
 - d. University of Alberta Enterprise Square Campus

Places of worship

- + No places of worship are located in Rossdale
- + Places of worship within a 30 minute walk include:
 - a. St. Joachim Catholic Church
 - b. First Baptist Church
 - c. Christian Science Church
 - d. First Presbyterian Church
 - e. All Saints' Anglican Cathedral
 - f. Mcdougall United Church



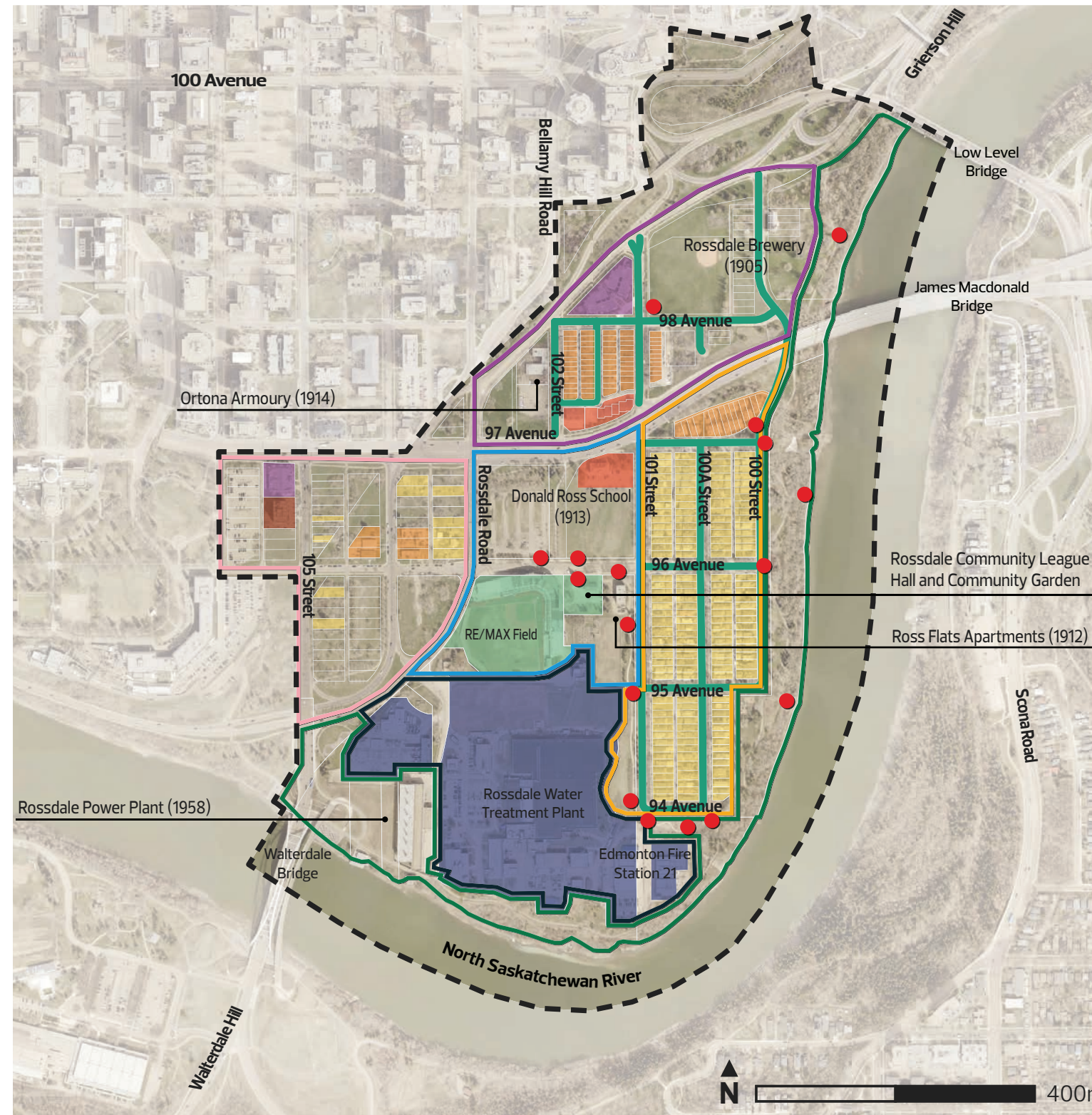
Opportunities

















- + Explore opportunities to enhance connections within the neighbourhood to and from surrounding destinations
- + Build on the design character of existing seating areas in Rossdale
- + Focus public realm improvements near community destinations

3.3 Land Use, Built Form and Character Areas

The general built form types and character areas within Rossdale are identified on the Built form and character areas map.

Map 8. Built form and character areas map



-  Rossdale neighbourhood boundary
- Project scope**
-  Local roads
- Character areas**
-  Mature residential
-  Mixed density residential
-  Entertainment/recreation
-  North Saskatchewan River Valley
-  Future development
-  Existing seating areas
- Land Uses and Built Form**
-  Low-density residential
-  Low-density multi-unit residential
-  Medium-density multi-unit residential
-  High-density multi-unit residential
-  Office commercial
-  Community/entertainment
-  Public facilities and services
-  Historic building

Character areas

Mature residential

- + Mostly single-family detached homes set back from roads with front yards
- + The majority of houses are street-oriented with staircases, windows, main entrances, and porches in the front, including extensive well-maintained mature landscaping in the front yards.
- + Detached garages are located at the rear of the property and accessed from rear alleys.
- + Most local roads have separate sidewalks, mature boulevard trees, low-profile blue street lights and permitted on-street parking on both sides. Some local roads are missing sidewalks
- + Seating areas are located at intersections

Land uses & built forms include:

Low-density residential

- + One to three-storey single-detached homes set back from roads with front yards
- + Homes have vehicular access via rear alleys and have detached garages facing the rear

Low-density multi-unit residential

- + Three-storey row houses set back from roads, with ground-oriented units, small front yards, attached and detached garages and rear alley vehicle access

Mixed density residential

- + Multi-unit residential and commercial buildings set back from roads with front yards
- + Most local roads have separate sidewalks, mature boulevard trees, low-profile black street lights and permitted on-street parking on both sides. Some local roads are missing sidewalks

Land uses & built forms include:

Low-density multi-unit residential

- + Two or three-storey row houses set back from roads, with ground-oriented units, small front yards, attached garages and rear alley vehicle access

Medium-density multi-unit residential

- + Four-storey multi-unit residential building set back from the road with grass yards, balconies and underground parking accessed from front roads

Office commercial

- + Two-storey office buildings setback from roads with grass yards, accessed by 97A Avenue and the nearby alley, with surface parking lots located at the rear and side
- + Blade signs along the back of the east building identify business names

Historic buildings (see Section 2.2 for more information)

- + Rossdale Brewery (1905) – Three-storey red brick building setback from the road with boarded up and broken windows
- + The Ortona Armoury (1914) – Two-storey red brick building setback from the road with large windows and ornate cornice details

Community/entertainment

- + The RE/MAX Field is home to the Edmonton Riverhawks Baseball Club. The venue can also be booked for private functions and events
- + The Rossdale Community League Hall and Community Garden are located east of RE/MAX Field
- + Sports fields and surface parking lots are located in the area as well

Land uses & built forms include:

Community/entertainment

- + RE/MAX Field is setback from 96 Avenue with sidewalks and plaza space. The tall building height makes RE/MAX Field stand out as a significant landmark in Rossdale
- + The one-storey Rossdale Community League Hall is set back from 96 Avenue with a grass yard. A deck and patio are located west of the building and a surface parking lot is located at the rear

Historic buildings

- + Donald Ross School (1913) – Three-storey red brick building with a hip roof and chimneys. Stone details define the windows, entrances and display the building name and construction date. Most windows have canopies. The well defined building entrance fronting 97 Avenue is missing stairs and no longer serves as the main entrance. Entrances are located at the rear of the building accessed from the surface parking lot that separates the building and 101 Street
- + Rossdale Flats Apartments (1912) – Three-storey red brick building with a flat roof setback from the road and surrounded by a gravel driveway and parking lot. Brick and stone details define the windows, entrances and cornice. A centrally located entrance fronting 101 Street is defined by stairs, wooden arches and a shallow canopy.

Public facilities and services

- + The Rossdale Water Treatment Plant and Edmonton Fire Station 21 are located in south Rossdale. The facilities are separated from the residential areas by fencing and limited vehicle access points

Built forms include:

- + The Rossdale Water Treatment Plant is setback from roads by grass yards and fencing, includes several one to two-storey buildings and internal roads accessed by Rossdale Road
- + The Edmonton Fire Station 21 is a one-storey building setback from the road by a surface parking lot, fenced and includes a boat launch to the North Saskatchewan River



Rossdale Mature Residential 101 Street



Rossdale Brewery



Edmonton Fire Station 21



North Saskatchewan River Valley

- + Rossdale is bounded by the North Saskatchewan River Valley along the south and east edges
- + The pathways and open spaces within the North Saskatchewan River Valley are used by Rossdale residents and residents from across the city. The open space near the Rossdale Power Plant and Walterdale Bridge is a popular city-wide destination
- + Rossdale Power Plant (1930) – The Rossdale Power Plant is a prominent landmark along the North Saskatchewan River Valley. The red brick building height of 23.8 m imposes on the adjacent open space. The building has a flat roof, several tall chimneys and brick details that define the cornice, windows, entrances and columns

Area Highlighted for Future development

- + The lands west of Rossdale Road include a variety of sparsely located residential buildings amongst vacant grassed lots
- + The area is envisioned in the River Crossing Business Plan and Rossdale Transportation Network concept plan as a future mixed use community with medium density residential, active streets and an Indigenous Interpretive Park
- + A number of benches with views of the North Saskatchewan River exist along the west riverbank

Existing built forms to be removed when redeveloped:

Low-density residential

- + One to two-storey single-detached homes set back from roads with front yards
- + Homes have vehicular access via rear alleys and have detached garages facing the rear

Low-density multi-unit residential

- + Three two-storey multi-unit residential buildings set back from roads, with surface parking lots and rear alley vehicle access. These buildings front roads are outside the scope of Rossdale Neighbourhood Renewal

Medium-density multi-unit residential

- + Four-storey multi-unit residential buildings set back from the road with grass yards, balconies and underground parking accessed from front roads

Existing seating areas

- + Rossdale includes a number of existing seating areas with decorative elements that create a unique sense of character:
 - a. Blue and black benches
 - b. Blue and black metal bollards and low-profile fences
 - c. Blue and black low-profile street lights
 - d. Red and grey brick paving stones and pillars
 - e. Public art and landscaping
 - f. Blue and black waste bins
- + Street blades in Rossdale use a decorative design and tie into the blue theme of the seating areas and street lights

Opportunities

- + Explore opportunities to reflect the history of the area through interpretive signage
- + Explore roadway designs that contribute to the existing character of Rossdale (i.e. blue metals and red brick pavers)
- + Explore opportunities for new walking and biking connections to better connect the mature residential and mixed density residential character areas of Rossdale
- + Review how to create better walking and biking connections to businesses near Rossdale



River Valley Pathway in Rossdale



Undeveloped Land North of RE/MAX Field, Looking West

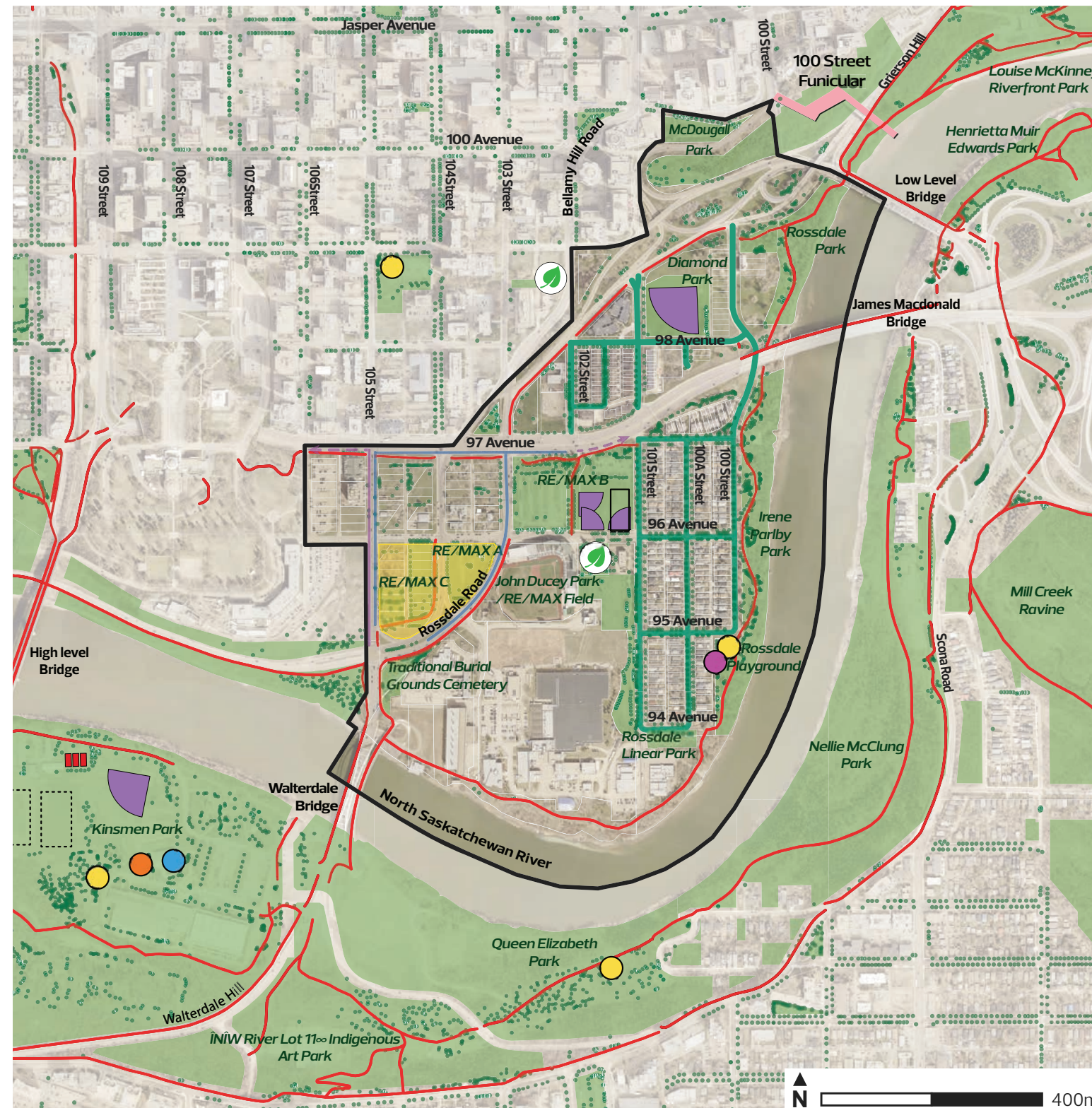


96 Avenue Seating

3.4 Open space network

Public open spaces and amenities in Rossdale are identified on the Open space network map and summarized below. While open spaces are not within the scope of Rossdale Renewal, the Project Team will examine walking and biking connections along local roads that connect to open spaces in Rossdale.

Map 9. Open space Network Map



- Rossdale neighbourhood boundary
- Project scope**
- Local roads
- Parks and open spaces
- Baseball diamond
- Soccer field
- Tennis court
- Basketball court (half)
- Community Garden
- Playground
- Spray park
- Outdoor pool
- Existing shared pathway
- Trees
- 100 Street Funicular
- Rossdale Transportation Network & River Crossing Business Plan**
- Future shared pathway
- Widen existing shared pathway
- Future bike path
- Future Indigenous Interpretive Park

Rossdale Park

- + The park has an area of approximately 1.9 hectares
- + Located in the northeast corner of the neighbourhood and connected to the neighbourhood by shared pathways
- + Areas of the park are heavily treed or naturalized. Amenities near the shared pathways include waste bins, picnic tables, benches and wayfinding signage

Irene Parlby Park

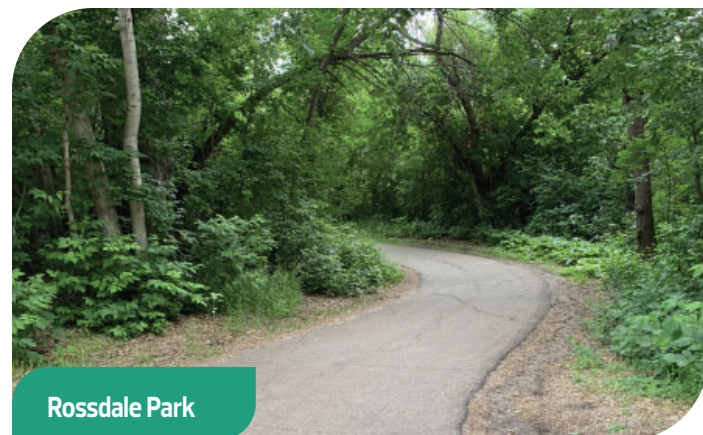
- + Irene Parlby Park has an area of approximately 3.6 hectares making it the largest park in Rossdale
- + The Park follows the bank of the North Saskatchewan River wrapping around the east and south edges of Rossdale
- + Areas of the park are heavily treed, grassed or naturalized
- + A shared pathway runs through the park and connects with the broader pathway network of the North Saskatchewan River Valley. An informal trail also runs through the park close to the riverbank
- + Seating areas are located along the shared pathway near the residential area and include features such as benches, wayfinding signage, public art, decorative fencing, paving stones, bollards, low-profile street lights, and waste bins
- + Benches with views of the North Saskatchewan River are located along an informal trail on the west river bank. The benches have no hard surfacing connections to the shared pathway and some are missing concrete pads. There is a wood railing near some benches
- + Rossdale playground is located in the south portion of Irene Parlby Park south of 95 Avenue. Amenities include play structures for kids, Green Shack, a basketball court, benches, picnic tables, a bike rack and lights. Wooden bollards separate the playground from the nearby alley. The playground lacks a sidewalk connection to the neighbourhood and the stairs from the shared pathway are not accessible for all users. Sidewalks are missing along both sides of 95 Avenue

Diamond Park

- + Diamond Park has an area of approximately 1.3 hectares
- + The west and south edges of the park front 101 Street and 98 Avenue respectively. An alley runs along the east edge. North of the park is vacant land fronting Rossdale Road
- + The park is a large grassed open space with a centrally located baseball diamond and includes a chain-link backstop, player benches, small metal bleachers and a waste bin
- + Two benches and a waste bin are located in the southwest corner of the park
- + The park is connected to the neighbourhood by a sidewalk that runs along 101 Street. No sidewalk exists along the south side of the park along the north side of 98 Avenue

RE/MAX Field A and C

- + Located west of John Ducey Park/RE/MAX Field are RE/MAX Fields A and C with approximate areas of 0.8 hectares and 1.0 hectares respectively
- + The parks are divided by 104 Street and bounded by 105 Street, 96 Avenue and Rossdale Road
- + The River Crossing Business Plan and Rossdale Transportation Network concept plan envision the two parks being combined into one space with the removal of 104 Street south of 96 Avenue. The new park space would be for the future Indigenous Interpretive Park



Rossdale Park



Irene Parlby Park



Diamond Park



RE/MAX Field A and C

RE/MAX Field B

- + Located north of John Ducey Park/RE/MAX Field is RE/MAX Field B with an area of approximately 3.1 hectares
- + The historic Donald Ross School is located in the northeast corner of the park. A north-south shared pathway divides the park into two areas and connects 96 Avenue and 97 Avenue. The shared pathway is lined with trees, lights, benches and waste bins
- + The west area includes a surface gravel/grass parking lot accessed by 96 Avenue and Rossdale Road for the John Ducey Park/RE/MAX Field
- + The east area includes three baseball diamonds and a soccer field. North-south overhead utility wires bisect this area. A chain-link fence exists along the south and east edges of the park with an opening in the fence on each side

Traditional Burial Grounds Cemetery

- + Traditional Burial Grounds Cemetery has an approximate area of 0.4 hectares
- + Rossdale was a burying ground for Indigenous people and others who lived at Fort Edmonton and the surrounding area. It became part of EPCOR's power generating site but when human remains were found on the site, a commitment was made to honour those buried there. Part of Rossdale Road that had actually crossed the burial ground was rerouted around it and the decision was made to build a memorial. The human remains were reburied at a special ceremony in August of 2006 and the site is now legally designated as a cemetery or burial ground¹¹
- + The memorial was designed with major input from the City of Edmonton, EPCOR, descendants, stakeholders and community volunteers, including people of First Nations, French Canadian, Métis and European ancestry¹¹

¹¹<https://www.edmontonmapsheritage.ca/location/rossdale-burial-site/>

Rossdale Community Garden

- + Rossdale Community Garden is located south of the Rossdale Community League Hall with an approximate area of 0.3 hectares.
- + The garden includes 62 raised beds, a shed, four water cubes, two picnic tables, a bench and a chain-link fence surround¹²
- + The garden is accessed by a gate directly south of the Community League Hall parking lot

Rossdale Linear Park

- + Rossdale Linear Park has an approximate area of 0.3 hectares
- + The park includes a curvilinear pathway, three seating areas with benches, landscaping, lights, waste bins and colourful sculptures of magpies (The Magpies' Nest, 2018, by Kevin Sehn and Chai Duncan)
- + The south edge of the park backs onto Edmonton Fire Station 21

¹²<https://www.rossdale.ca/garden>

Open space along the west side of 101 Street south of 96 Avenue

- + Along the west side of 101 Street between 94 Avenue and 96 Avenue is a linear open space that includes a north-south pathway on top of a berm
- + West of the open space is the EPCOR Water Treatment Plant that is separated by a chain-link fence and clusters of trees
- + The north-south pathway is lined with trees, lights, waste bins and includes three seating areas with low-profile decorative brick column features. The north end of the pathway is disconnected from 96 Avenue due to the missing sidewalk along the west side of 101 Street



RE/MAX Field B



Traditional Burial Grounds Cemetery



Rossdale Linear Park



Opportunities

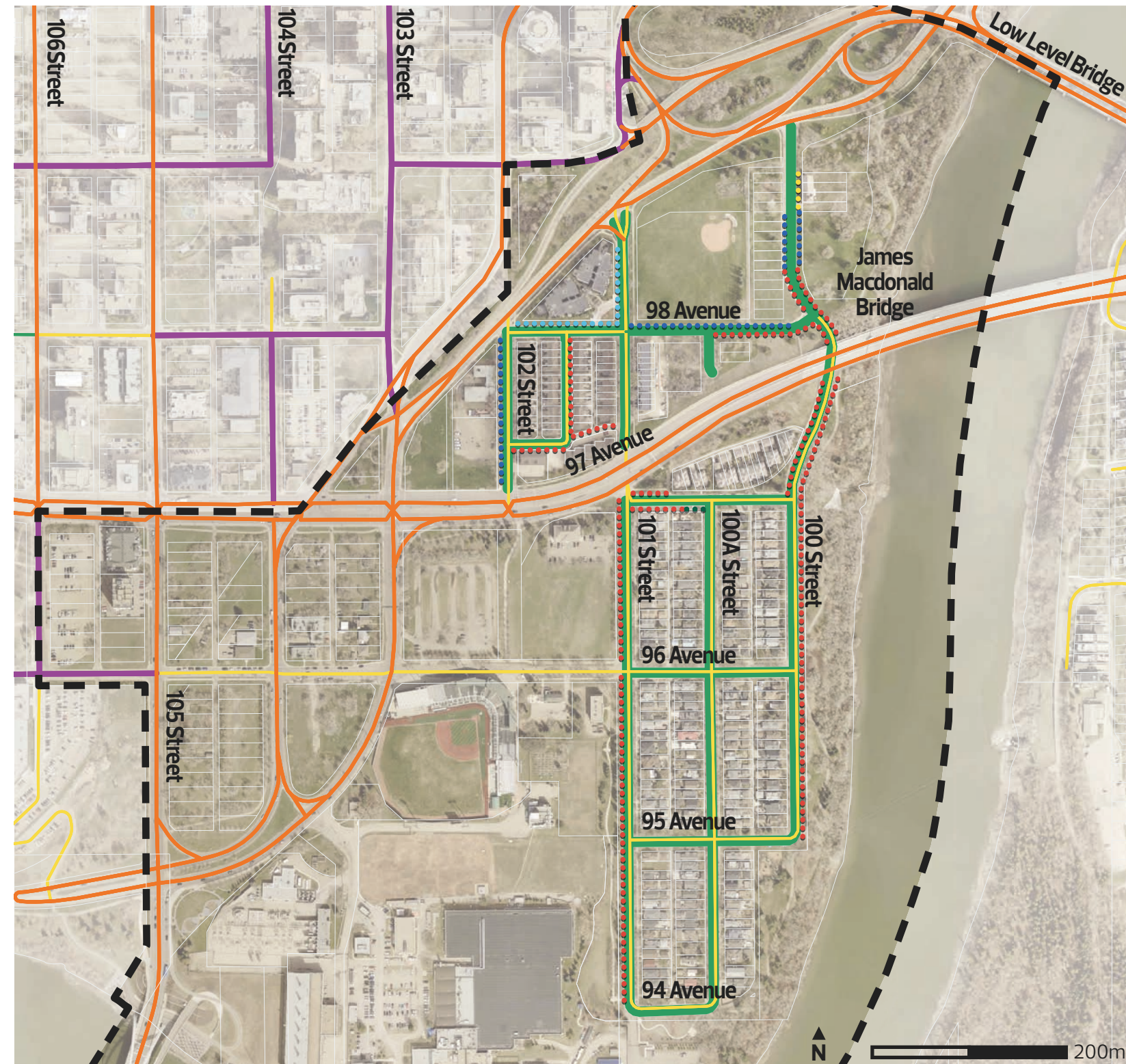
- + Create a sidewalk connection to Rossdale Playground
- + Extend the pathway along the west side of 101 Street to connect to 96 Avenue
- + Explore opportunities for new seating areas within the road right-of-way next to open spaces to create gathering areas
- + Widen existing pathways connecting to open spaces to improve connectivity for people who walk, roll and bike

3.5 Complete Streets analysis

Complete Streets Review

Roads in scope of Rossdale Neighbourhood Renewal include local roads identified on the Mobility network – driving and traffic safety map. At the production of this report there is no speed data on roadways within the neighbourhood scope.

Map 10. Mobility network – driving and traffic safety



- Rossdale neighbourhood boundary
- Project scope**
- Local roads
- On-street parking**
- On-street parking exists along both sides of most local roads in Rossdale except along some areas
- Time restricted on-street parking for 2 hrs between 8:00 -16:00 Monday to Friday
- Time restricted on-street parking for 30 mins between 8:00 -17:00 Monday to Friday
- Time restricted on-street parking for 3 hrs between 8:00 -18:00 Monday to Friday
- Angled on-street parking
- No on-street parking
- Road classification**
- Local
- Collector
- Arterial

The City of Edmonton uses the Complete Streets Design and Construction Standards (CSDCS) for roadway design. The CSDCS approach provides direction for designing streets that reflect the surrounding context, land use and users. Streets can be designed as both links between points and places that enable social interaction, commercial activities and support biodiversity. This approach supports a range of users and creates a street character that establishes a destination.

Complete streets are designed to be:

- + Welcoming to people of all ages and abilities
- + Safe
- + Attractive
- + Comfortable

In the retrofit context such as Neighbourhood Renewal, design must consider the location of existing buildings, mature trees, utility infrastructure, private landscaping within the public right-of-way and numerous other constraints within an existing right-of-way. These constraints must be addressed while striving to balance the needs of all street users when incorporating City standards and policies as well as considering input from public engagement. Strategic tradeoffs may need to be explored to balance costs, technical feasibility and other constraints.

CSDCS acknowledges it may not be feasible or possible to completely align with the standards in a retrofit context. In these instances, it should be clearly identified where there is a variation from the standards and the rationale for the deviation should be documented using a design exception.

The adjacent table ranks the user experience of people who walk or roll, bike, ride public transit and drive along the local roads of Rossdale:

- + High: Mode facilities provide the user with a high level of comfort with no or few barriers or challenges for all ages and abilities
- + Medium: Mode facilities provide the user with a medium level of comfort with minor barriers or challenges for all ages and abilities
- + Low: Mode facilities provide the user with a low level of comfort and many barriers or challenges for all ages and abilities

Table 1. Local Road User Experience Ranking Table

	Walking	Biking	Transit	Driving
Local Roads	M	L	L	H

H High M Medium L Low



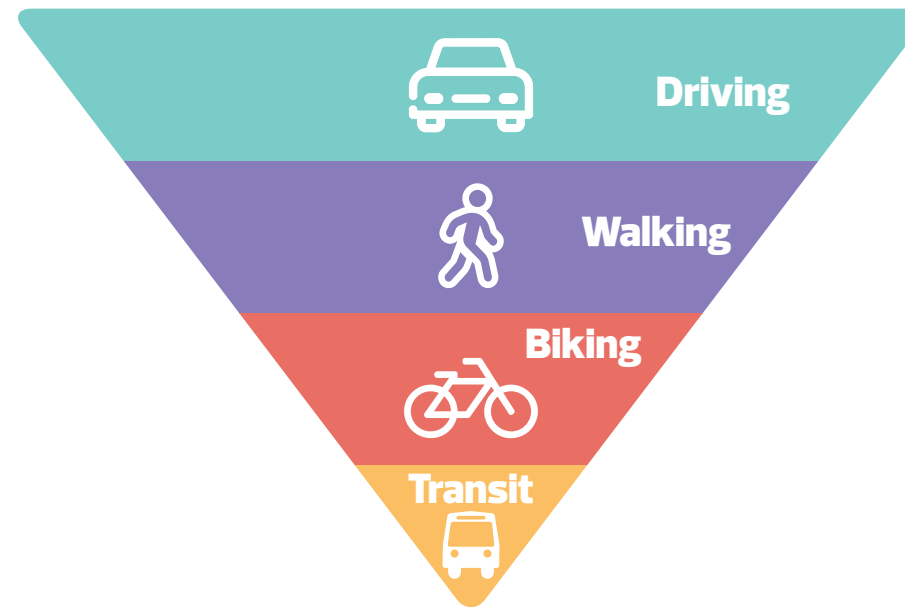
Local Roads Analysis



Sidewalk 1.5 m Boulevard 3.0 m Bike/Drive/ On-street Parking 8.0 m Boulevard 3.0 m Sidewalk 1.5 m

Total right-of-way: 20.0 m

Current modal priority



Driving – High

- + Permitted on-street parking exists along both sides of some local roads
- + Alley access off of most local roads
- + Local roads with wider road surfaces than the typical standard 9.0 m road surface width are in existing portions of 97 Avenue, 101 and 100 Streets varying between 11.0m to 13.0 m road width.
- + Local roads with narrower road surfaces than the typical standard 9.0 m road surface width are in existing portions of 95 and 97A Avenue, 101A, 100 and 100 A Streets varying between 6.0m to 8.5 m road width.
- + Yield signs exist at most intersections, providing a more relaxed driving experience, but they can create uncertainty at intersections for people who walk, roll, or bike

Walking – Medium

- + Most local roads have separate sidewalks lined with grassed boulevards and trees
- + During the summer months the mature tree canopy along most local roads provides shade protection for people walking and rolling on sidewalks
- + Long sections of sidewalks uninterrupted by vehicle accesses along most local roads decreases potential conflicts between people who walk and drive
- + A number of seating areas are located along sidewalks of local roads and provide places for people to gather and rest
- + Some intersections of local roads lack curb ramps creating a barrier for people walking or rolling
- + Uni-directional curb ramps at intersections direct people walking or rolling into the middle of the intersection and increases potential conflicts between user
- + Narrow 1.5m separate sidewalks along most local roads makes it difficult for two people to walk side-by-side or for two people in wheelchairs, pushing strollers or walkers to pass each other
- + Local roads in Rossdale Neighbourhood are missing sidewalks on various side of 94, 95, 98 Avenue and 101, 100 Street

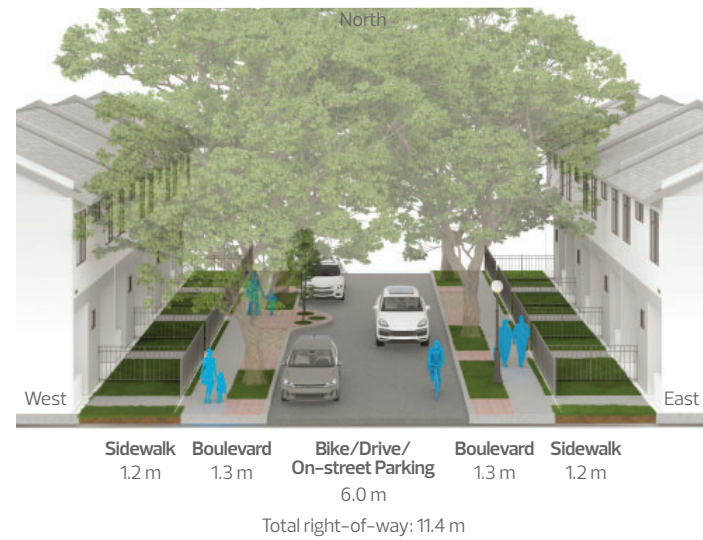
Biking – Low

- + People who bike and people who drive share the same space on all local roads (a 3.0m wide sidewalk exists on the northside of 96 Avenue but is not signed or designated as a shared pathway)
- + Low traffic volumes, speeds of vehicles and connections to nearby bike facilities may increase the comfort of and desire for people who bike
- + The user experience during winter would be considered low due to snow buildup and conflict of space with vehicles

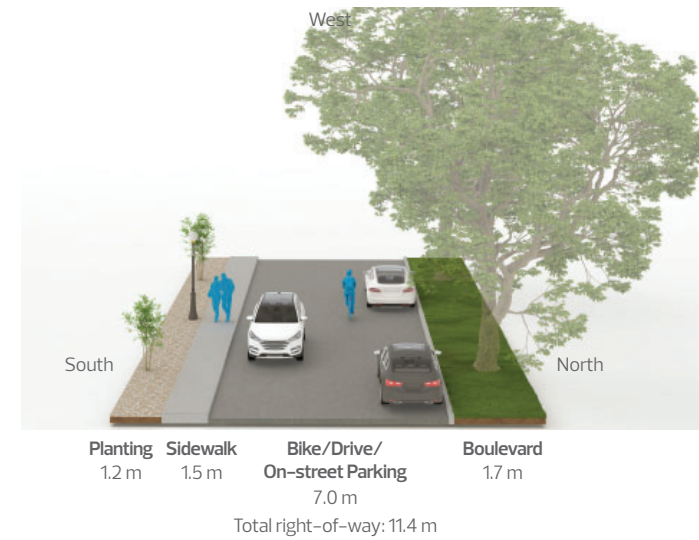
Transit – Low

- + No bus routes or stops are located along local roads
- + Bus stops located along 97 Avenue, Rossdale Road and McDougall Hill Road are within an approximate five minute walk from most residential uses
- + All bus stops are accessible by sidewalks and include shelters and benches in good condition, except for the bus stop located on the north side of McDougall Hill Road, which has only a bench that is in poor condition

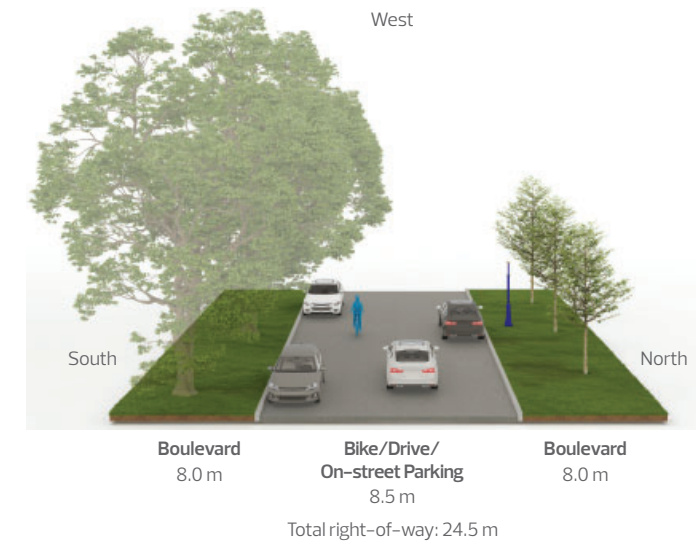
101A Street cross section – Narrow Road



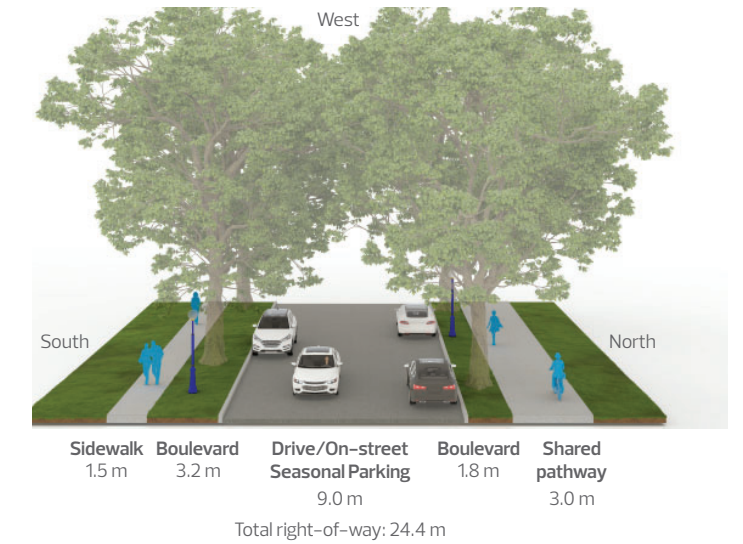
97A Avenue cross section – Narrow Road



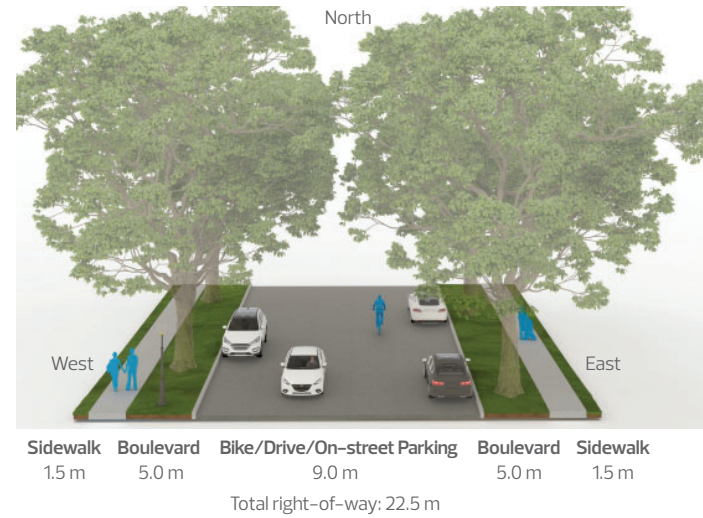
95 Avenue cross section – Narrow Road



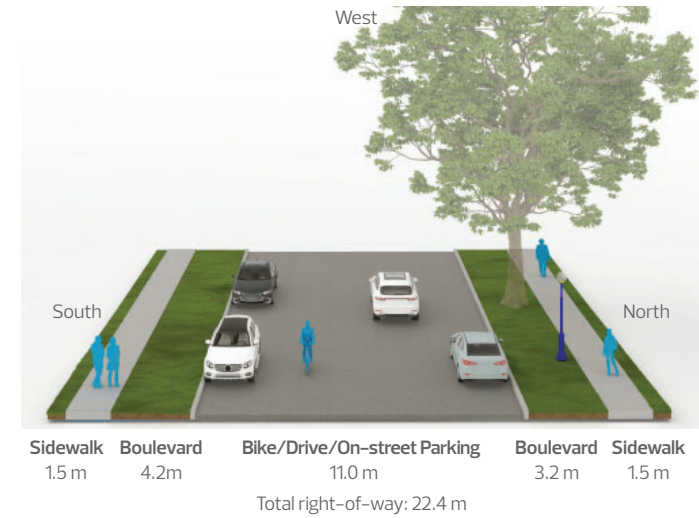
96 Avenue cross section – Wide Road



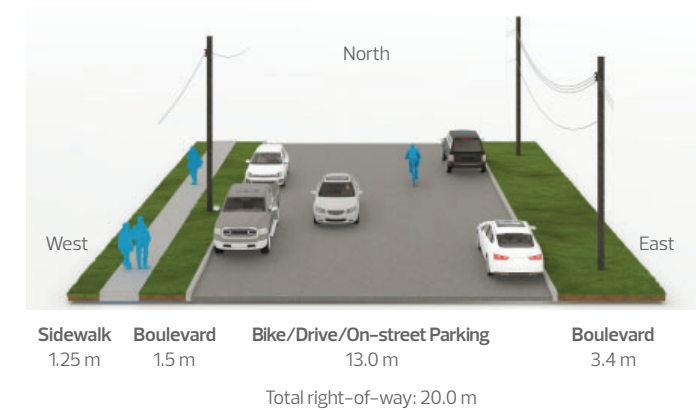
101 Street cross section – Wide Road



97 Avenue cross section – Wide Road



100 Street – Wide Road



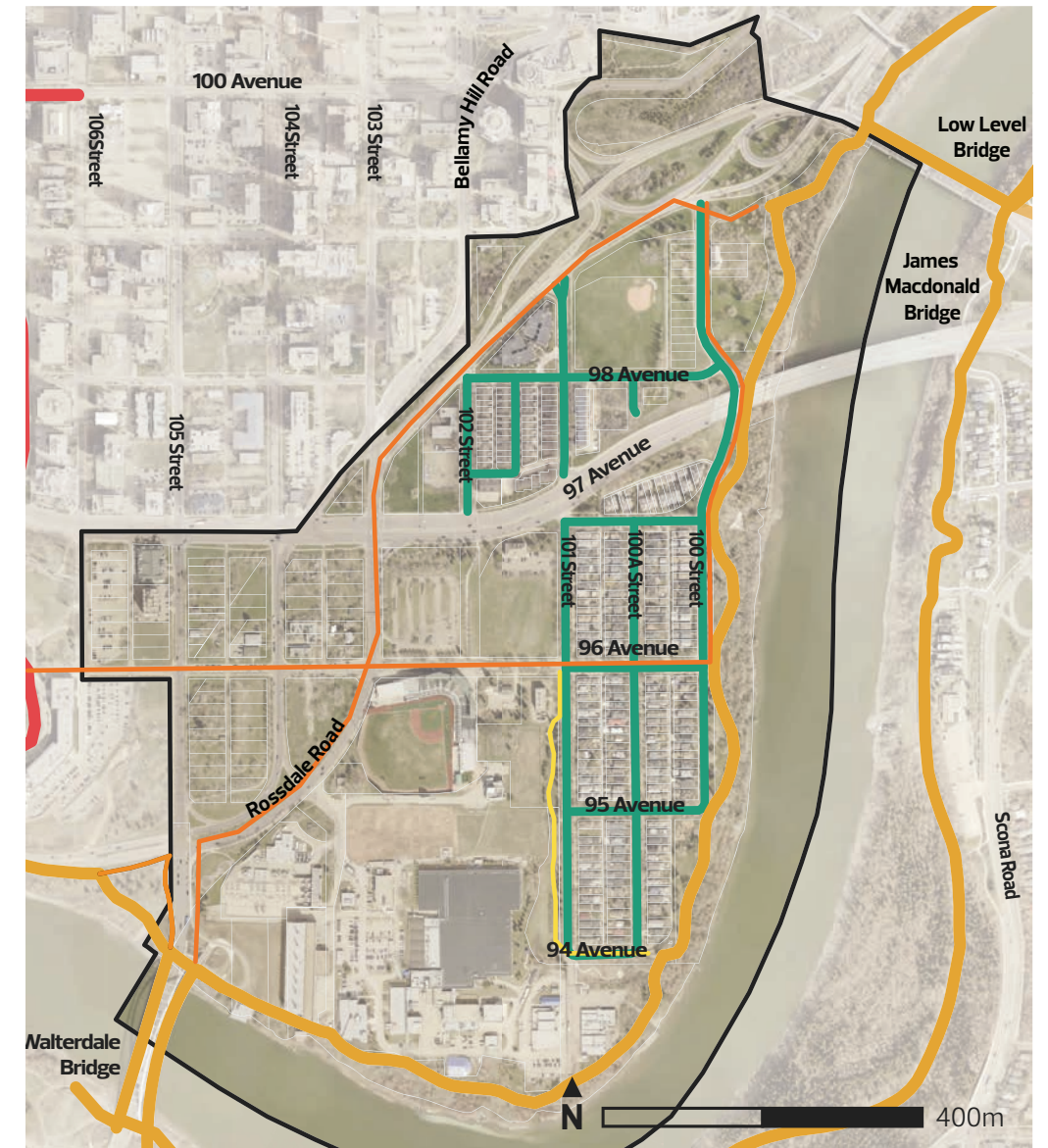
Local Road Opportunities

- + Explore widening sidewalks along local roads to increase user comfort for people who walk or roll
- + Add curb ramps at crossings for people who walk or roll
- + Explore creating bike connections on local roads that connect to the nearby bike network
- + Explore adding sidewalks to local roads where missing
- + 96 Avenue west of 101 Street is intended to become a collector road as part of the Rossdale Transportation Network project. Considering traffic, bike, and walking volumes, unidirectional bike lanes may be designed along this section of 96 Avenue by the River Crossing Project Team. The Neighbourhood Renewal Project Team should consider how the 96 Avenue bike facility transitions from a collector to local road east of 101 Street. Separation of people who bike and people who drive may be required or a shared roadway may need measures to slow or divert traffic to ensure the roadway remains within the volume and speed thresholds

3.6 Mobility network – active transportation

Existing active transportation infrastructure within Rossdale is shown on the Mobility network – active transportation map.

Map 11. Mobility network – active transportation map



- Rossdale neighbourhood boundary
- Stairs
- Missing sidewalks
- Project scope**
- Local roads
- Exiting bike infrastructure**
- Shared pathway
- Protected bike lane
- Shared roadway
- Pedestrian crossings**
- Zebra marked crosswalk
- Marked crosswalk
- Pedestrian activated amber flasher
- Traffic signal-controlled intersection
- Rossdale Transportation Network**
- Future shared pathway
- Widen existing shared pathway
- Future bi-directional protected bike lane

- Rossdale neighbourhood boundary
 - Project scope**
 - Local roads
 - Current usage of active transportation areas***
 - High usage: Walking, running and biking
 - High usage: Biking
 - Medium usage: Walking, running and biking
 - Medium usage: Walking and running
- *Data from Strava Metro August 2023 – July 2024

Sidewalks

- + Most local roads have 1.5 m wide separate sidewalks lined with grassed boulevards and trees
- + See Section 3.5 Complete Streets analysis for more details about sidewalks

Missing sidewalks

- + Local roads within the project scope of Rossdale Neighbourhood Renewal missing sidewalks include:
 - + 94 Avenue along the north side
 - + 95 Avenue along both sides
 - + 101 Street along the west side between 97 Avenue and 96 Avenue
 - + 98 Avenue along the north side between Rossdale Road and 100 Street
 - + 100 Street along the east side between Rossdale Road and 98 Avenue

Pedestrian crossings

- + No marked crosswalks are located along local roads in scope of Rossdale Neighbourhood Renewal
- + Traffic signal-controlled intersections along 97 Avenue and Rossdale Road provide crossing opportunities for people walking, rolling and biking (see Mobility network – active transportation map for locations)



Pedestrian Crossing at 100A Street and 97 Avenue Intersection

Existing bike infrastructure

- + The existing bike network in and around Rossdale is shown on the Mobility network – active transportation map
- + Shared pathways are located within open spaces of Rossdale and along 96 Avenue, Rossdale Road and 97 Avenue. A number of shared pathways are located near Rossdale (see the Mobility network – active transportation map for locations)
- + A new shared pathway along the south side of Rossdale Road between 97 Avenue and 100 Street was constructed in fall 2023 as part of the Rossdale Road Closure: 101 Street to 103 Street project. See Section 3.1 Land ownership and in-progress/planned projects for more information
- + City mapping data identifies an existing shared roadway along 96 Avenue. However, only old signage exists to define the shared roadway
- + A number of bike facilities exist near Rossdale that provide connections to Downtown, the broader North Saskatchewan River Valley, Mill Creek Ravine and Old Strathcona



Shared Pathway Adjacent to 100 Street

Current popular active transportation usage areas

- + Some sidewalks, pathways and roads in Rossdale are popular active transportation areas based on Strava Metro data between August 2023 and July 2024* (see the Mobility network – active transportation map). Local roads within the scope of Rossdale Renewal that are popular active transportation areas include:
 - + 96 Avenue from 100 Street to 101 Street – is a medium usage area for people walking, running and biking
 - + 101 Street from 96 Avenue to 94 Avenue and 94 Avenue from 101 Street to 100A Street – are medium usage areas for people walking and running
 - + 100 Street from 96 Avenue to Rossdale Road – is a medium usage area for walking, running and biking

*Disclaimer: The Strava Metro data represents a particular group of residents and users who record their movement using the Strava smartphone application.

Current high usage active transportation areas

- + The following areas in Rossdale were identified as high usage based on Strava Metro data between November 2022 and October 2023:
 - + People walking, running and biking along the shared pathway in the North Saskatchewan River Valley
 - + Walking and running on shared pathways near the Walterdale Bridge

Rossdale Transportation Network

- + The Rossdale Transportation Network includes improvements to existing and new bike facilities along the arterial roads of Rossdale. See Section 3.1 Land ownership and in-progress/planned projects for more information about the Rossdale Transportation Network
- + Improvements near the Rossdale Neighbourhood Renewal scope area include widening existing shared pathways, a future shared pathway and future bi-directional protected bike lanes (see the Mobility network – active transportation map for locations)

100 Street Funicular and stairs

- + The 100 Street funicular is located near the northeast corner of Rossdale and provides an accessible connection between the North Saskatchewan River Valley and the Downtown core for people walking, rolling and biking
- + Stairs along the north edge of Rossdale also provide walking connections to the Downtown core
- + Stairs on the south side of 98 Avenue provide a connection to the shared pathway over James Macdonald Bridge



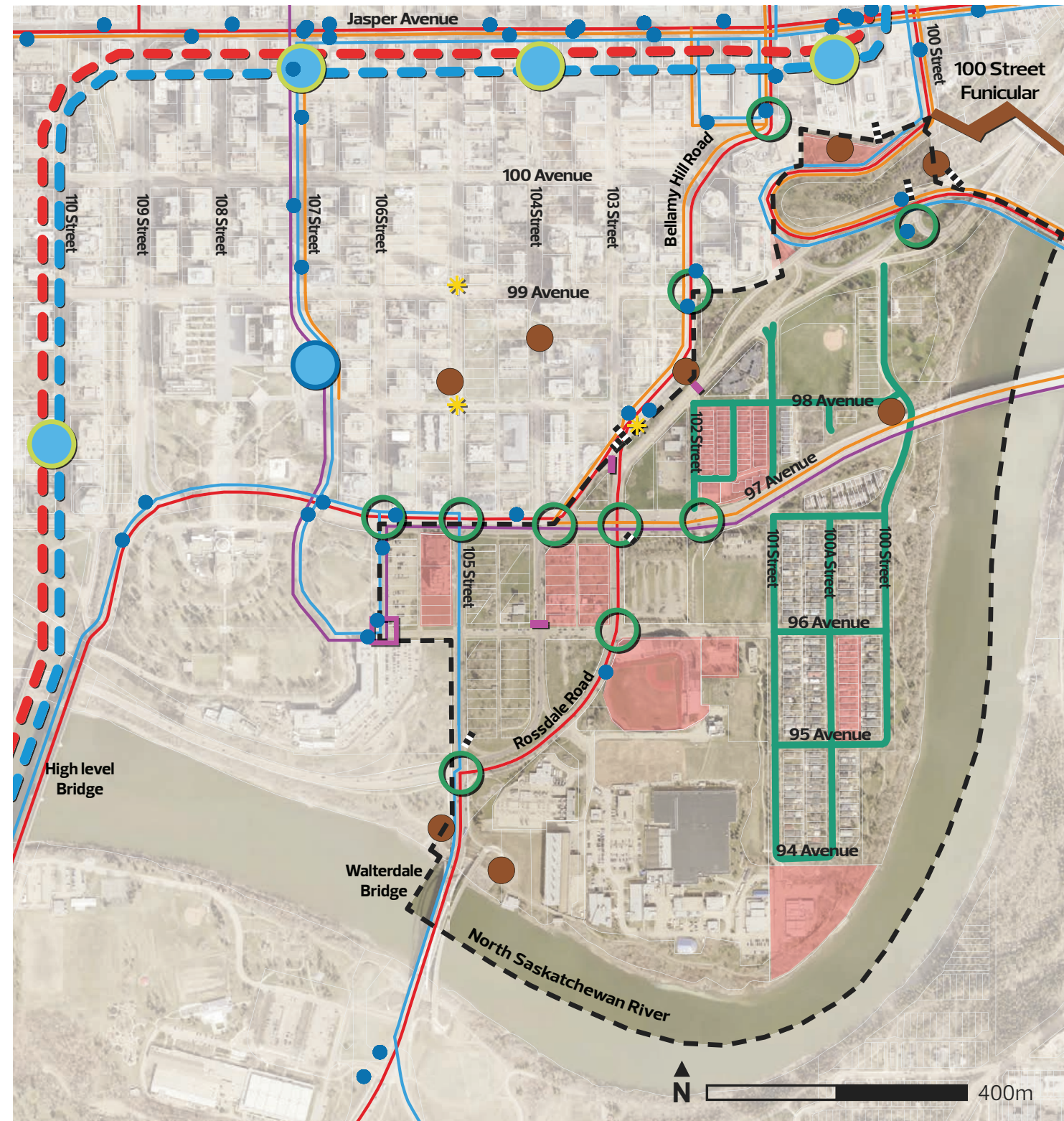
Opportunities

- + Explore the feasibility of widening existing sidewalks to create accessible connections for people walking and rolling
- + Explore adding missing sidewalks along local roads to improve connections for people walking and rolling
- + Enhance walking, rolling and biking connections between Rossdale and the nearby Downtown core
- + Strengthen connections between Rossdale and the nearby Downtown core by enhancing walking, rolling and biking access to stairs and the 100 Street funicular
- + Explore roadway and active transportation designs that connect with the the planned improvements of the Rossdale Transportation Network project
- + Add curb ramps at crossings for people who walk or roll

3.7 Mobility network – transit

Rossdale is serviced by Edmonton Transit Service (ETS) in the form of bus service. Existing bus routes and stops in Rossdale are shown on the Mobility network – transit map.

Map 12. Mobility network – transit map



- Rossdale neighbourhood boundary
- Project scope**
- Local roads
- Zebra marked crosswalk
- Marked crosswalk
- Pedestrian activated amber flasher
- Traffic signal-controlled intersection
- Capital Line LRT
- Metro Line LRT
- ValleyLine LRT
- LRT Station
- Government Transit Centre
- Bus stop
- Stairway to Downtown Core
- DATS pickup and dropoff
- ETS bus routes**
- Local route
- Rapid route
- Frequent route
- Regional route

Within the neighbourhood

- + No bus routes or stops exist along the local roads in scope of Rossdale Neighbourhood Renewal. Twelve bus stops are within or near Rossdale

Transit stop conditions

- + Six bus stops are within an approximate five minute walk from most residences
- + All bus stops are accessible by sidewalks and include shelters and benches in good condition, except for the bus stop located on the north side of McDougall Hill Road, which has only a bench that is in poor condition

Outside the neighbourhood

- + The Government Transit Centre is located northwest of Rossdale on 107 Street
- + The Capital Line and Metro Line LRT and stops are located northwest of Rossdale below Jasper Avenue and 110 Street
- + The Valley Line Southeast LRT and Muttart Stop are located east of Rossdale

Local Route

- + Local Route 701 is located along 105 Street and 97 Avenue with stops near 106 Street. The route provides a connection between Kingsway/Royal Alex Transit Centre and Southgate Transit Centre. Destinations along the route include the Quarters, Downtown, Government Centre Transit Centre and Whyte Avenue
- + Local Route 523 is located along McDougall Hill Road with stops near 100 Street. The route provides a connection between Downtown and Mill Woods Transit Centre. Destinations along the route include neighbourhoods and industrial areas near 99 Street

Frequent Routes

- + Frequent Route 9 is located along Rossdale Road with stops near 96 Avenue, 98 Avenue and 99 Avenue. The route provides a connection between Southgate Transit Centre and Eaux Claires Transit Centre. Destinations along the route include Northgate Transit Centre, Downtown and Whyte Avenue
- + Frequent Route 8 is located along McDougall Hill Road with stops near 100 Street. The route provides a connection between University Transit Centre and Abbotsfield Transit Centre. Destinations along the route include Coliseum Transit Centre, 118 Avenue, NAIT, Kingsway/Royal Alex Transit Centre, Downtown and Whyte Avenue

Rapid Route

- + Rapid Route 73 is located along Bellamy Hill Road, 97 Avenue and McDougall Hill Road and does not include stops in Rossdale. The route provides a connection between Downtown and Mill Woods Transit Centre

Regional Route

- + Regional Route 413 is located along 97 Avenue, 106 Street and 107 Street with stops along 106 Street and 107 Street. The route provides a connection between NAIT and Bethel Transit Terminal in Sherwood Park. Destinations along the route include Government Transit Centre and MacEwan University



97 Avenue, Looking West



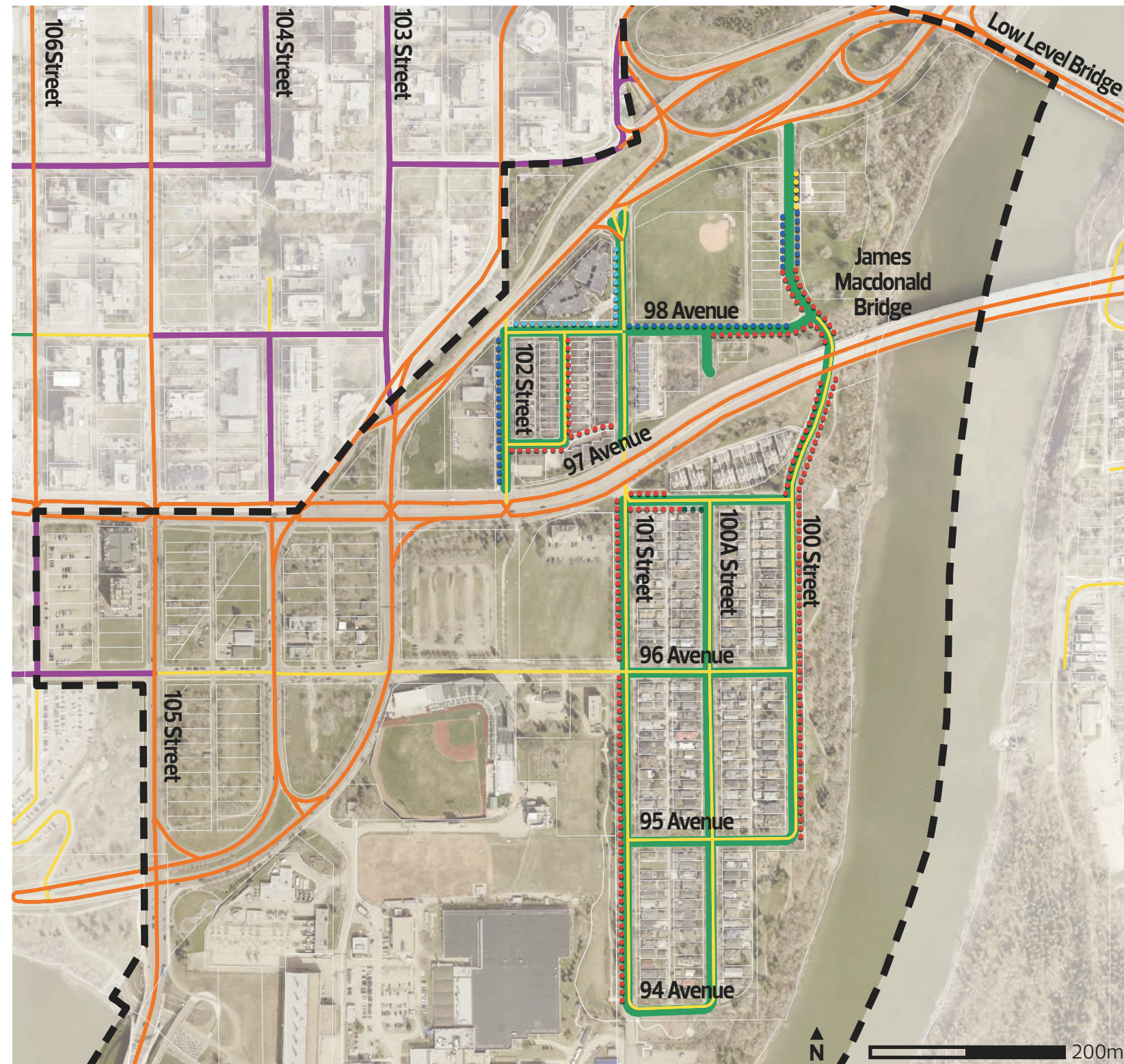
Opportunities

- + Enhance walking, rolling and biking connections to bus stops along arterial roads in Rossdale

3.8 Mobility network – driving and traffic safety

The road network in and near Rossdale is shown on the Mobility network – driving and traffic safety map.

Map 13. Mobility network – driving and traffic safety



- Rossdale neighbourhood boundary
- Project scope**
- Local roads
- On-street parking**
- On-street parking exists along both sides of most local roads in Rossdale except along some areas
- Time restricted on-street parking for 2 hrs between 8:00 –16:00 Monday to Friday
- Time restricted on-street parking for 30 mins between 8:00 –17:00 Monday to Friday
- Time restricted on-street parking for 3 hrs between 8:00 –18:00 Monday to Friday
- Angled on-street parking
- No on-street parking
- Road classification**
- Local
- Collector
- Arterial

Note: There is no speed data on roadways within the neighbourhood scope

On-street parking

- + On-street parking exists along both sides of some local roads in Rossdale except along some areas (see Mobility network – driving and traffic safety map for locations of no on-street parking)
- + Signs along local roads indicate no on-street parking except residents with valid residential parking permits between 8:00 – 10:00 Monday to Friday and during RE/MAX Field events
- + A small section of angled on-street parking is located along the south side of 97 Avenue west of 100A Street

On-street parking restrictions

- + Areas of timed on-street parking restrictions exist along some local roads in Rossdale (see Mobility network – driving and traffic safety map for locations and times)
- + On-street parking is restricted within:
 - + 5.0 m of intersections, marked crosswalks and fire hydrants
 - + 1.5 m of driveways and private accesses

Accessible parking

- + Residents can request the City of Edmonton to install accessible parking/passenger loading zones on public property in front of residences and businesses
- + Parking zones are typically 7.5 to 10 metres long and able to accommodate one vehicle
- + Roadway concepts should take into consideration existing accessible parking zones in Rossdale where possible

Traffic safety

- + There is no existing speed data on local roads within the scope of Rossdale Neighbourhood Renewal
- + 20 collisions occurred on local roads within the neighbourhood between 2018 and 2022. Speeding may have been a factor in many collisions, as suggested by the main collision causes which were running off road, improper lane changes and striking parked vehicles.
- + During the Rossdale Transportation Network public engagement, the public raised concerns about potential shortcutting within the neighbourhood that could occur as a result of the changes in the arterial network



97 Avenue Angled On-street Parking



100A Street On-street Parking



Opportunities

- + Explore alternative uses for areas of restricted and under used on-street parking
- + Identify if measures to slow traffic are needed along local roads to address speeding and shortcutting as well as enhance the safety of people who walk, roll and bike
- + Identify existing and anticipated areas of shortcutting and solutions along local roads

3.9 Infrastructure

Utility considerations

- + The relocation of street lighting infrastructure may be required
- + The relocation of existing catch basins will be minimized, however, new catch basins and associated grading design will be identified and addressed at the preliminary design phase
- + Hydrants may require relocating
- + Utility pedestals such as power owned by EPCOR Distribution and Technologies are typically time and cost prohibitive to relocate
- + Fibre optic vaults are difficult to move and may require the neighbourhood design to accommodate their current locations while property connection points to the lines can be relocated
- + With any proposed infrastructure changes, emphasis should be placed on protecting existing mature street trees where possible
- + The project team is reviewing options with EPCOR Power for the existing poles on 100 Street between Rossdale Road and 98 Avenue

Encroachment Agreements/Licences of Occupation

- + An Encroachment Agreement/License of Occupation is a written confirmation between the City and an owner of a property that allows for private use of a public right-of-way
- + Encroachment Agreements/Licences of Occupation within residential areas may be used to extend private yards onto public right-of-ways
- + Encroachment Agreements can also exist for City infrastructure on private property, such as school board land
- + Consideration should be given to any potential impact to an existing Encroachment Agreement/License of Occupation

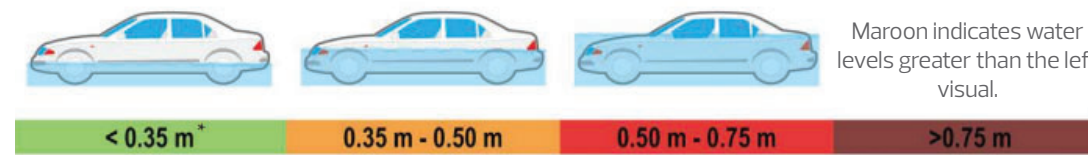
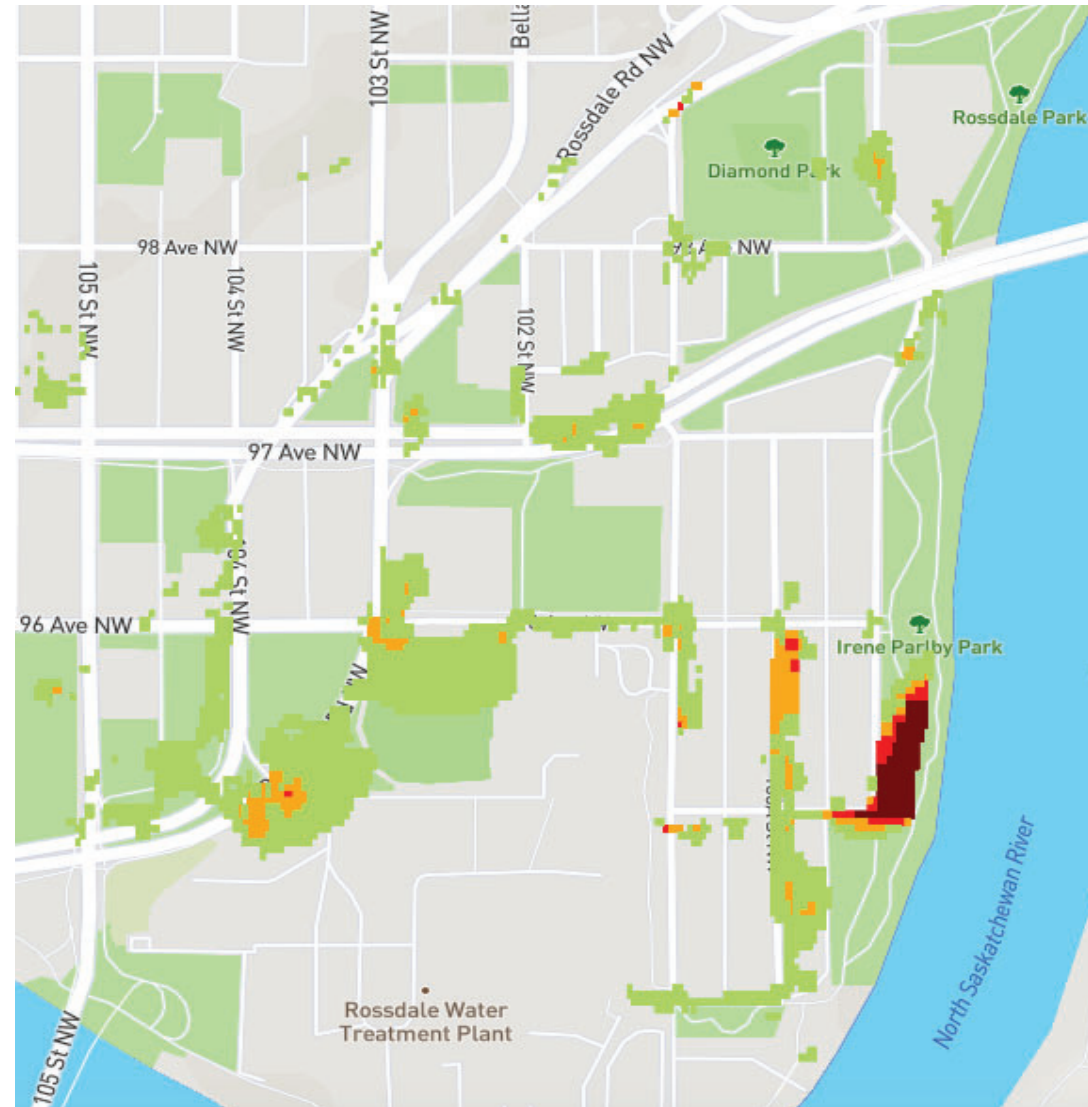
Land Acquisitions

- + During Neighbourhood Renewal, the City may need to acquire portions of private land to accommodate proposed improvements
- + Small land acquisitions are occasionally needed for new signal placements, installation of measures to slow traffic, and new sidewalks within narrow public right-of ways

3.10 Low impact development

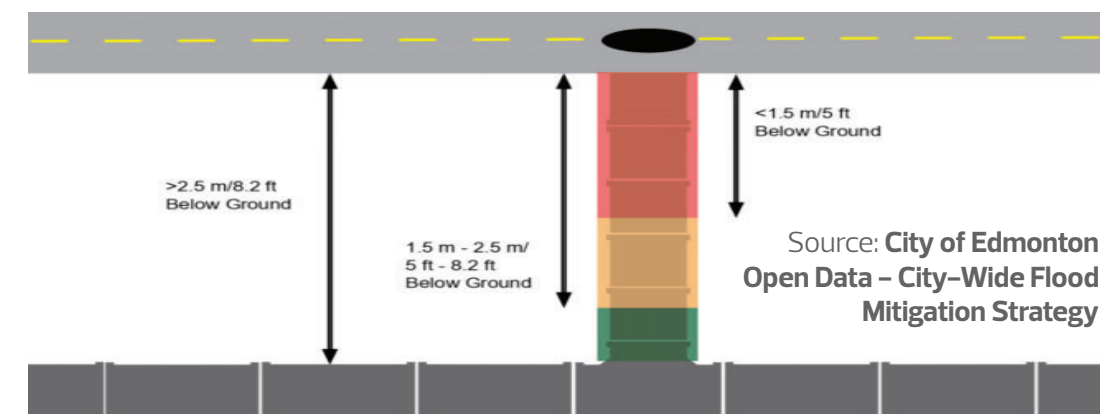
During design, the City may explore opportunities for new low impact development (LID) to help mitigate surface flooding and surcharge areas along local roads within the scope of Rossdale Renewal. The areas that are highlighted in the **Surface ponding depth map** and the **Surcharge depth map** help identify the locations that may benefit from LID.

Map 14. Surface ponding depth



*City of Edmonton acceptable standard
 The above drawings are meant as visual aides only, all scale comparisons are approximate.
 Source: City of Edmonton Open Data – City-Wide Flood Mitigation Strategy

Map 15. Map: Surcharge depth map



The above drawings are meant as visual aides only, all scale comparisons are approximate.